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GRAND PRIX

INTERNATIONAL

FORMULA 1

Two champions one title

RALLYING

San Remo: Forza Peugeot

PRESTIGE TES

Mercedes AMG 500 SEC 32 valve

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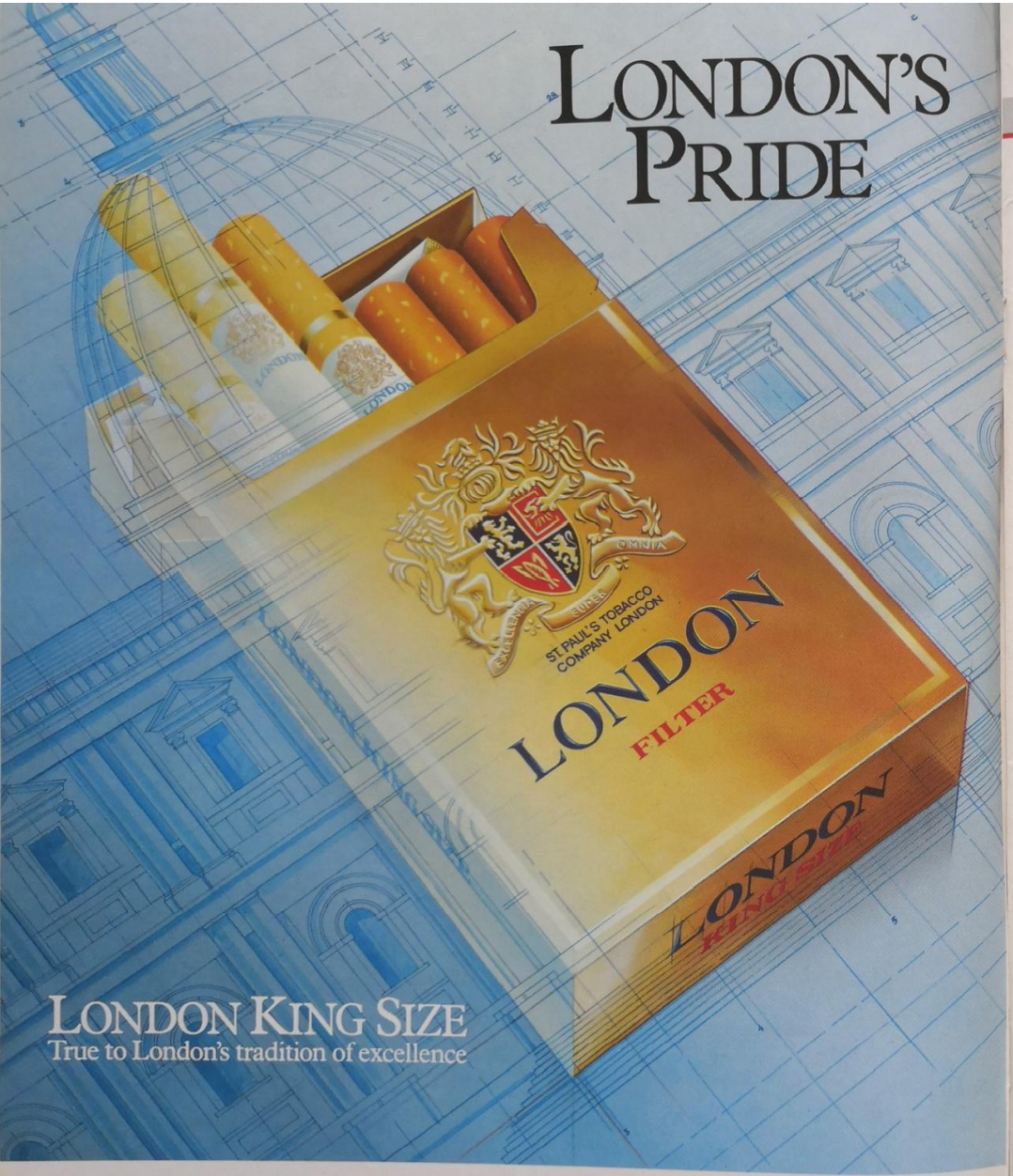

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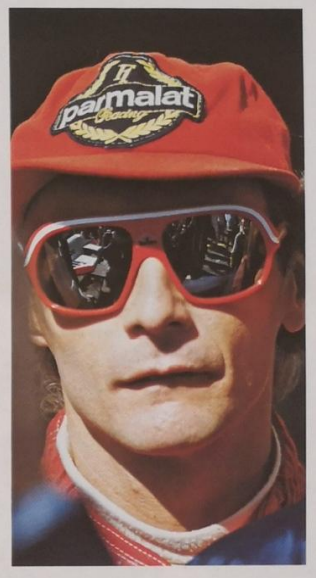
PRESTIGE TESTS

Food for thought? The fantastic Ferrari Testarossa. The Mercedes AMG tested for you by some — more than —willing Formula 1 drivers. The two new Alpine Renault V 6 GTs, hide-hole was ferreted out by our daring reporters. Top speed: 156 mph and 200 bhp for the turbo version!



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The European and Portuguese Grand-Prix in full. The F 1 season kept us in suspense until the end of the last round staged on the Estoril circuit where the new World Champion, Niki Lauda, was crowned after a gripping race.

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IN FOCUS

One of Fl's largest tyre manufacturers unexpectedly announced its withdrawal.Michelin's shattering move will mean great upheavals during the 1985 season.

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RALLYING

The San Remo Rally confirmed that the Peugeot 205 Turbo 16 will be a hot contender for next year's title. Audi have already clinched the 1984 constructors' title, but the drivers' race to the crown isn't over yet. Blomqvist and Alen still have a few more rounds to go.

You will find the GPI subscription coupon on page 89.

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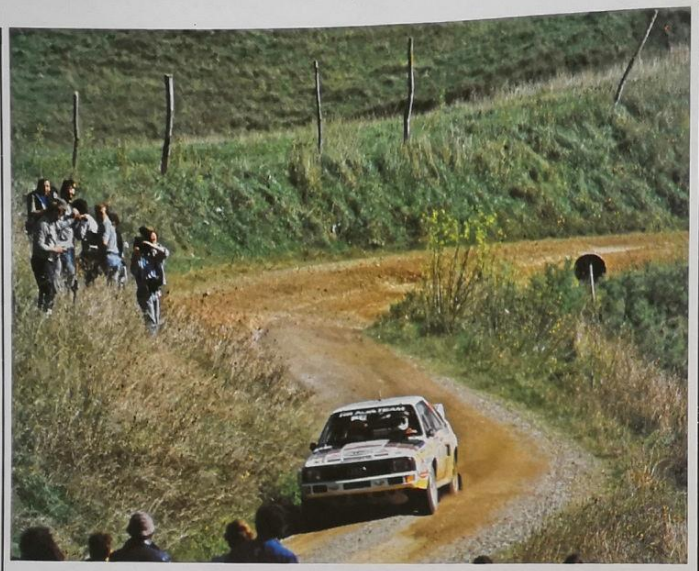


AUDI GIVE UP?

Double constructors' world title holder (1982 - 1984) Audi have not attained their accustomed excellent results with their new model, the Coupé Quattro Sport Group B, (success came with the old Quattro model). Rumour has it they are seriously thinking of going into hibernation to give themselves more time to prepare a Group C car for the 1986 season.
The German constructor has neither denied nor confirmed this rumour. It does seem highly likely that there is an element of truth despite the fact that the other constructors competing in the World Rally Championship, will increase their rallying efforts during the years to come.

1984 WORLD RALLY CROWN ALMOST STIG BLOMQVIST'S

It looks more than probable that Stig Blomqvist will take the 1984 drivers' title. The Swede is the provisional championship leader. He will be taking part in the last two rounds

at the wheel of an Audi (who have already aquired the constructors' title). If Stig does win his first world title, his name will be added to those of Waldergaard (79), Röhrl (80), Vatanen (81), Röhrl (82) and Mikkola (83).

NEW PRESIDENT FOR RALLY PRESS ASSOCIATION

Rally Press Association journalists - who award an annual prize for the best press rooms at the world championship rounds, voted for their new president after the San Remo Rally. He is Fernando Petronilho, from Portugal, and takes over from the Italian, Carlo Cavicchi.

BPICA TROPHY FOR TOUR DE CORSE

The BPICA, the international constructors' body, have decided to award their 1984 Trophy to the Tour of Corsica. Every year the BPICA Trophy is discerned to the best organised rally, counting for the World Rally Championship rounds, over a period lasting from October Ist - September 30th of the following year.
The island-organisers amply merit the award, but the gest proves that the automobile constructors' association is not prepared to play into certain people's hands to make it an occasion for settling accounts. Thus, the Tour of Corsica's BPICA prize is particulary meaningful.
'Rallying needs traditional events on the calendar, events that evreyone knows, in order to survive', stated the larger constructors. Will the 1985 Monte Carlo be awarded the same Trophy in 12 months' time?

NO PEUGEOTS FOR IVORY COAST

Jean Todt, announced at the San Remo press conference that there would be no Peugeot Turbo 16s at the start of the Ivory Coast Rally, the last but one championship round of the year. The competitions manager of the Peugeot Talbot Sport team said that the drivers making up the 1985 team would be made public early December. Ari Vatanen should continue his role as first driver.

MONTE CARLO RALLY - FFSA DEMAND £100,000 IN TOLL RIGHTS!

FISA president, Jean-Marie Balestre, has really got it in for the Automobile Club de Monaco. First, there was the Grand Prix affair - yet to be resolved, these is also the question of a £100,000 'visa' for the rally to cross through French territory. It should be remembered that Balestre is also the FIA Executive president as well as being the FFSA president (Fédération Française de Sport Automobile). The FFSA claims that *'The sum is amply justified in view of our efforts'*, and it will be distributed amongst the various French automobile clubs which have been requisitioned by the Monaco event and the Rallye de France (alias Tour of Corsica) for 1985. A 100 'grand' is apparently the exact sum required for the Tour of Corsica to remain worthy of the World Championship. Balestre claims that he is *'going by the rule book'*, and that *'The London-Sydney Rally did the same thing. I don't want to hear anyone saying that the ACM is going to be in financial difficulties as a result. They boast of having £10,000 subsidy to organise their GP and their rally. If they need more money, all they have to do is cut down their guest lists for their opening and closing galas and organise fewer cocktails and social functions. I know how much that costs...'*
In the president's words, *'this not a case of revenge'*. It remains to be seen whether Monaco send FFSA their application and their 'visa' demand to FISA, with a cheque enclosed for the correct amount. If they don't, it will be first-reserves Sweden, who will be in for the championship.

FORD PREPARES ITS RS 200 GR.B

Ford is preparing its come-back to the World Rallying Championship with an RS 200 Group B which will be replacing the Escort RS 1700 project. The new car is equipped with two transmission shafts linked to a front-mounted intermediary differential, enabling a choice of either four or two-wheeled drive, according to the terrain. ,
The engine is placed centrally, inclined to the rear. It is the 16 valve 1800 BTD equipped with a Garrett turbo which will also be fitted to the RS 1700 T. The 200 units required for homologation purposes will develop around 220 bhp, whereas in its rallying configuration, for international events, it is expected to produce between 350 and 400 bhp.
The wheelbase is slightly shorter than that of the Peugeot 205 Turbo 16 and the new Ford will be exhibited at the Turin Motor Show.

PORSCHE 959 FOR THE YEAR 2000

The Stuttgart-based firm is thinking ahead. They will soon be presenting the 'Supersportwagen', the fruit of ultra-modern technology in order to meet the toughest of pollution and fuel consumption requirements. The Porsche 959 will be powered by the famous 2850cc 6 cylinder 'transaxle' engine bearing 24 hydraulically-controlled valves, first seen on the 956. The future 959 Group B (with Kevlar and aluminium bodywork) is expected to produce 400 bhp and hit the 185 mph mark!
The selling price is high too, starting at DM 398.000...

A MORE OPEN RAC IN STORE

The recent domination of the British round of the World Rally Championship by Audi over the last few years is likely to be broken this year by the two-car Peugeot team.
Team manager, Jean Todt, has planned his prepatory assault on the World Championship in his typical meticulous fashion and results to date speak for themselves. Vatanen dominted the Tour of Corsica until his unfortunate accident and, in Greece, a slight mechanical problem postponed the first victory of the Peugeot Turbo 16. Success smiled on Ari Vatenen at the 1000 Lakes in August and the potential of the new car was confirmed at the San Remo.
The RAC should be just the sort of terrain for the four-wheel drive 205 and, of course, the Finnish driver is no stranger to the English forests. Number two driver, Jean-Pierre Nicolas, has also competed on the RAC on more than one occasion and his finishing ability this year has allowed the French manufacturer to get in amongst the top handful in the championship for makes, even if Audi are already assured of the title.
The battle, though, should be furious as the improving Quattro Sport is not averse to the gravel stages that as usual, make up the majority of this year's RAC.
550 stage miles are planned out of a total of 2,010. No more than 30 miles will be on tarmac, mainly the spectator stages on the Sunday, so the various four-wheel drive cars will certainly be at an advantage.
Jim Porter, clerk of the course, underlines that average stage mileage will be up this year to 9.7 miles and that the advantages of local knowledge diminish with longer stages. A total of 57 stages is on the menu and the rally has reverted to its five-day format.
As ever, Sunday will be set aside for spectator stages taking in the traditional venues of Sutton Park, Trentham Gardens, Donnington etc. After an overnight halt at Chester the event will then head northwards, with the classic Lakeland and Keilder stages before coming back south through North York for the final leg through Wales, from south to north.
In another effort to cater for the vast public interest in the event, the idea of placing time controls in city centres will be continued. *'These stops were a great success in 1983'*, says Jim Porter, *'and, this year, we will be in including cities like Carlisle and Middlesborough'*.
A clubman's event will be run from the Wednesday restart and 50 cars will be accepted to compete over 25 stages in an 'event of their own'. Owners of Group 2 and Group 4 cars will have a chance to tackle what is possibly the toughest loop of the rally.

C.W.

ROUTE OUTLINE

SATURDAY 24 NOVEMBER	
Scrutineering	09.00-18.00
SUNDAY 25 NOVEMBER	
Start, Chester	08.00
7 special stages, mixed surfaces, Total 25 miles	
Parc Fermé, Chester	18.00
MONDAY 26 NOVEMBER	
Re-start, Chester	05.00
Gravel SS, Total 65 miles	
Re-grouping, Hawick	14.30
Gravel SS, Total 90 miles	
Re-grouping, Middlesbrough	23.00
TUESDAY 27 NOVEMBER	
Gravel and mixed SS, Total 125 miles includes 5 miles asphalt	
Parc Fermé, Chester	16.00
WEDNESDAY 28 NOVEMBER	
Re-start, Chester	08.00
Gravel and mixed SS, Total 90 miles includes 3 miles asphalt	
Re-grouping, Aberafan	19.00
Gravel SS, Total 90 miles	
THURSDAY 29 NOVEMBER	
Re-grouping, Dolgellau	06.30
Gravel SS, Total 55 miles	
Finish, Chester	14.45
FRIDAY 30 NOVEMBER	
Presentation, Chester	11.00

EUROPEAN CHAMPIONSHIP TITLE FOR CAPONE

Italian driver Carlo Capone (Lancia Rally Abarth 037), one of Henri Toivonen's main adversaries, snatched a win at the recent Antibes Rally in which the Finn was not competing due to a back injury. His victory at the European round (coefficient 3) means that he is now in hot contention for the 1984 European rallying crown.

GPI's back!

Over the past few weeks we have had countless phone calls asking when issue No 87 of Grand Prix International would be coming out.
Well, we're back with our Formula 1 articles world rallying news, superb double colour spreads, driver profiles and post cards in 88 colour pages. All the latest sporting news and articles by some of the best journalists in the profession, illustrated by some of the most talented photgraphers. Grand Prix International is back, true to its former form, with this one main difference — we'll be offering you a selection of prestigious tests of top of the line sports cars. For this issue, we have chosen the Mercedes 500 AMG, the Ferrari Testarossa and the Renault Alpine V6 GT, successor to the A.310.
Not only will you be able to read all your favourite articles, but you'll also be getting a private viewing of some of the world's most beautiful sports cars.
Beautiful cars, autosport at its highest level — our new leit-motif.
Speaking of motor sport, the last Grand Prix of the season gave us a nail-biting end to F 1. The suspense prevailed until the 52nd lap — a McLaren driver was going to be crowned, but which one? At the end of the gripping duel, it was Niki Lauda who had the laurel wreath around his neck. Alain Prost, the race winner, and championship loser by a meagre half a point, scored his 7th victory of the season, bringing the total number of McLaren victories to 12 out of the 16 rounds. He also equalled Jim Clark's record for the highest number of wins in a season.
The final part to the World Rally Championship has been-marked by the arrival of the Peugeot 205 Turbo 16 Group B. Its début was at the Corsican round and since then it has been causing pandemonium on the international rallying scene. It first won at the Thousand Lakes and Ari Vatanen won the Italian round at San Remo with no trouble at all.
Grand Prix International is back on your news agent's shelves once a month now in its updated version. New articles have been included to keep you better informed on everything that is happening in the world of motor sport.

TOPS

Ken Tyrrell is selling some '011s' suitable for F3000 at £25,000 a piece, and '012s' at £55,000. The engine is not included with the price - of course...

Ferrari have appointed a new research and development director. Signore Renzetti will be taking over from Mauro Forghieri and has been charged with developing a 1500cc 4 cylinder engine which will come out next year. Forghieri will now be responsible for developing a 1200cc 4 cylinder power unit to meet the new FISA F1 requirements for 1986.

German engineer, Gustav Brunner (ex-ATS and ex-Alfa Romeo), has just signed a contract with RAM.

Co Toleman-designer, John Gentry might well be moving over to the Alfa Euroracing team to replace Brunner.

A new world record was established at the Portuguese Grand Prix. There were 1,231 journalists from the world over to cover the final championship round on the Estoril circuit. 38 television companies and 27 radios had come to broadcast the Grand Prix show live.

Michele Alboreto was elected by his F1 colleagues at the drivers' committee meeting held on October 20th, to replace Didier Pironi as the drivers' representative, along with Niki Lauda, at FISA F1 commission meetings.

LAUDA AND PROST TO AUSTRALIA !

The two top McLaren F1 drivers will take part in the Australian GP on November 18th. Prost won the Melbourne round in 1982 (F. Atlantic), but Lauda has never competed there. Other drivers entered on the organisers' list include Keke Rosberg, the Finn, driving the Williams-Honda, Nelson Piquet, from Brazil, in the Brabham BMW and Frenchman François Hesnault at the wheel of the Ligier Renault. New Zelander, Mike Thackwell, the new Formula 2 European Champion, will also be a hot contender.

WHO GOES WHERE IN 1985

We are getting a clearer picture now of just who is going where and who is staying with whom during next season's F1 championship. Decisions have been made concerning Renault (Tambay/Warwick), McLaren (Prost/Lauda), Williams (Rosberg/Mansell) and Alfa Romeo (Cheever/Patrese). The latest official announcements concern Ferrari. Alboreto and Arnoux have renewed their contracts and for Lotus, it will be a de Angelis/Senna tandem for 1985. De Angelis has thus become one of the most consistent team drivers, it will be his 6th year with the Lotus team. The fact that Ducarouge is staying on with the black and gold liveried cars, undoubtedly influenced his decision. What other gaps have to be filled ? There are two drives going at Ligier. A likely Laffite/de Cesaris duo is up on the cards and we see Tyrrell choosing between Thackwell-/Brundle and possibly Hesnault. It is uncertain as yet if Teo Fabi will be renewing with Brabham next year and there are one or two drives up with Osella, Spirit and ATS - if they decide to continue in the world of F1 racing.

Boutsen has made up his mind to stay on at Arrows, but Surer's future is in the balance; even if there's nothing really to fault him, Barclay have decided to redirect their publicity campaign from the Belgian market to the German one. Enter Bellof ! Accompanied by Willy Maurer, the two men had a long discussion at the Nürburgring...

The latest piece of news concerns de Cesaris — apparently he's waiting for a reply from Bernie ! He should know this week. As Parmalat will no longer be backing Brabham, an Italian driver doesn't necessarily have to be included on the team. A new sponsor, BASF, who provide fuel for BMW, have been rumoured to show a lively interest in F1, and Bellof's name has cropped up again... Johansson has signed with Toleman. As yet the second driver hasn't been named, but there are several candidates on the short-list, Surer has applied, just for a just in case, as well as Hesnault. The younger French driver can offer Toleman (or Tyrrell or Ligier for that matter) some important material advantages which will certainly play in his favour. The Japanese driver, Nakajima has been linked with Toleman. The driver benefits from unlimited Bridgestone backing in rubber and this would give just the break that the tyre manufacturer has been dreaming of to get into F1. Dunlop Japan and Yokohama share similar hopes.

FISA NEW RULES AND REGULATIONS...

Jean-Marie Balestre was recently re-elected FISA president at an Executive Committee meeting — he didn't have much difficulty in that he was the only candidate up for the three-year presidency. And voting was not secret !

Apart from excluding the Monaco GP from the calendar*, some energetic decisions have been made concerning the world of F1 as follows :

For 1985 :

The maximum octane level will continue to be 102, instead of 98 as thought. Those in favour of a single fuel supplier have had to resign themselves to the fact that, for obvious commercial reasons, it is not feasible.

220-litre fuel tanks will not be replaced by 195-litre ones as planned at one point.

Pre-race fuel-cooling is prohibited.

The front section of the single seaters will have to undergo crash resistance tests.

The adding of ballast in any form, liquid or otherwise during the race is forbidden as well as the replacing of any part of the race car by a heavier part.

For 1986 :

There will be no more sidepods or rear wings, entailing a 25 % reduction in downforce on F1 cars.

The total amount of fuel in the tank is limited to 195 litres.

The survival cell will undergo crash resistance tests.

New procedure for qualifying — times will be calculated according to a given number of consecutive laps, no longer on a single flying lap. The system will be tried out during 1985.

The 1500cc turbo/3000cc normally-aspirated equivalences will be abolished. In short no more non-turbos in F1. FISA find it more convenient to do away with them than to submit them to rules and regulations which they'd have to invent !

1987 : Status quo

1988-90 :

Maximum engine size will be reduced from 1500cc to 1200cc. Supercharging will be permitted.

180-litres fuel limit will be imposed.

Miscellaneous :

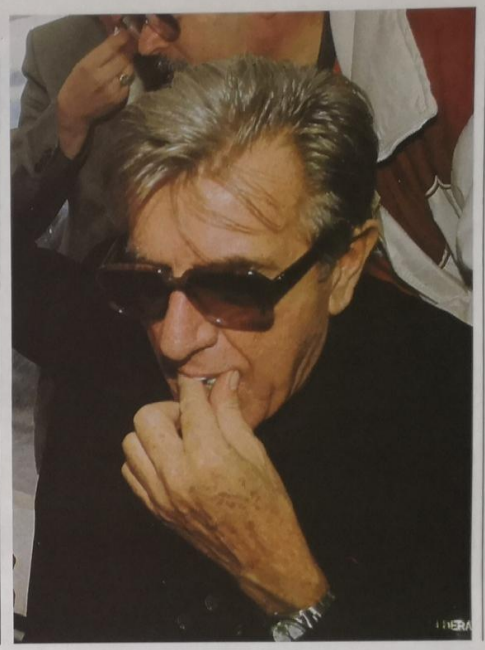
Drawing up of comprehensive lists of drivers and constructors giving details of their carleers to date.

Zakspeed's $30,000 guarantee will not be refunded as they did not participate in the European GP although entered.

Emmanuele Pirro has been declared eligible for a super-licence. The second Spirit's application was refused as it arrived after the closing date.

Marshals will be entrusted with more power to carry out scrutineering before, during or after qualifying and before or after the race.

* See Formula 1 1985 Calendar. The AC Monaco FISA and the Monaco government are still continuing negotiations with a view to finding a compromise in order that the GP be included on the calendar.



FORMULA 1

1985 CALENDAR

March 24TH : Dallas (1)
April 7TH : Brazil (2)
April 21 ST : Portugal
May 5TH : San Marino
June 2ND : Belgium (Spa)
June 16TH : Canada (3)
June 23RD : Detroit
July 7TH : France (Paul Ricard)
July 20TH : Great Britain (Silverstone)
August 4TH : Germany (Nürburgring)
August 18TH : Austria
August 25TH : Holland (4)
September 8TH : Italy
September 22ND : New York (5)
October 13TH : Australia
October 27TH : South Africa
1st Reserve : European GP (Rome) + Monaco (?)

(1) FISA deplored the fact that the 1984 round had been insufficiently checked beforehand. The organisers must pay a $200,000 guarantee by November 1st, if not they will be excluded. The money will be forfeited to FISA if the race is cancelled or stopped during its progress.

(2) Both the town and the circuit of Rio have yet to sign a long term contract. It should be a matter of days.

(3) The town of Montreal must also sign a contract before the date is made official.

(4) Pending the rest of the 1984 fee yet to be paid to FOCA by the Dutch organiser. FISA are also demanding financial guarantees for 1985.

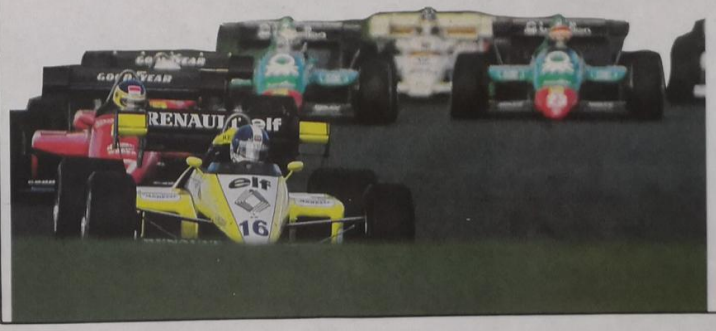
(5) The Americans must officially confirm that the race is on the calendar.

Curaçao does not figure on the calendar as its application arrived too late. Also, Curaçao does not have a seat at the FIA as it is part of the Dutch West Indies.

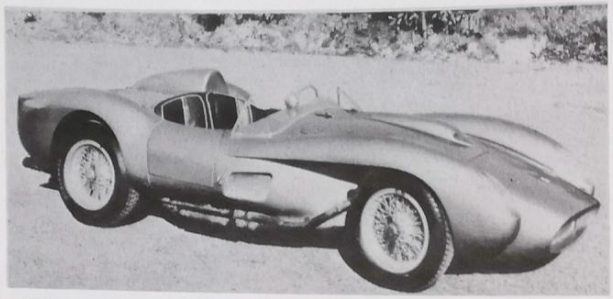
Apparently Hungary have made no official application, so Budapest hasn't been included.

Japan is scheduled to make its come-back to GPs in 1986 as orginally planned.

The Canadian GP and the Le Mans 24 Hours clash again next year on the same day. The French Endurance race is on a "protected" date, and for the GP circus the date can't be changed because transport expenses are shared with the Detroit GP. FISA didn't insist on finding a compromise for two reasons, firstly the Canadian GP can be broadcasted after the finish of the Le Mans 24 Hours, and secondly, because not that many teams or drivers take part in both the WEC and F1 rounds.



TESTA ROSSA



29 YEARS ON

IF THE PERFORMANCE OF FERRARI'S FORMULA ONE TEAM THIS SEASON HAS NOT REALLY BEEN WHAT WAS HOPED FOR, THE ITALIAN MANUFACTURER HAS NO INTENTION OF LETTING ITS SHOULDERS DROP. FOLLOWING THE GENEVA LAUNCH OF THE GTO THE LONG-AWAITED TESTA ROSSA WAS OFFICIALLY PRESENTED IN PARIS RECENTLY.

The new Testa Rossa was, in fact, unveiled at the Lido nightclub in Paris shortly before the opening of the Paris Show where, needless to say, it was one of the main attractions. Introduced to follow on from the Boxer 512i, the overall philosophy and design of which have been respected, the Testa Rossa takes its name, just as the GTO, from one of the models that have served in the making of Ferrari's sporting history. The name, Italian for 'red head', comes from the colour of the camshaft covers and was used for the first time as early as 1956.

It was in 1956 that Ferrari brought out the 500 TR to take over from the Monza 750. The 500 TR used a 4 cylinder, 2 litre engine designed by Pininfarina with Scaglietti bodywork and in 1957 the model became the 500 TRC, the ultimate racing car for the Scuderia's customers. About twenty of these were built with the 2 litre engine using twin overhead cams, giving 180 bhp. The genuine Testa Rossa came out later in that year to begin a long and sucessful career which lasted' til 1962. Encouraged by Gendebien's performance with a 250 GT at the Mille Miglia, Ferrari tested a sportscar powered by a Colombo-designed 3 litre, V12 engine which was to be officially designated Testa Rossa and was to figure in the constructor's catalogue in November 1957. Its competition début was made at the Nürburgring 1 000 km on May 26th of that year in the hands of Masten Gregory.

The engine for the new generation is the 4.9 litre flat-12 used in the Boxer 512i, fitted with 4 valves per cylinder giving 48 in all and the body design, needless to say, comes from the Pininfarina studios. Lots of horizontal lines have been used in the latest design which has a good overall balanced feel and, visually at least, seems very aerodynamic. Only time will tell but it already appears that the futuristic design of this latest model will not appeal to all Ferrari purists.

Maximum power of the Testa Rossa should be over 40 bhp up on the Boxer, giving a total of nearly 390 bhp, nearly as much as the GTO with its 2855 cc V8 turbo which puts out 400 bhp!

On the performance side, we are still waiting for the official figures but, given that the Boxer's top speed was 174 mph and weighed a little over 3500 lbs, we would guess just over the 180 mph mark. The GTO remains the fastest of the three models for a weight of just more than 26,400 lbs. The standing kilometre time of the Testa Rossa will be under 25 seconds, still not as quick as its older sister which is given as less than 22 seconds. The GTO, then, will remain the top of the Ferrari model range at £73,000. The Testa Rossa, which will be ready for delivery at the end of October, will cost considerably less at something like £70,000.

MERCEDES 500 AMG 32 S

THE BLACK PANTHER

THIS FORMIDABLE MERCEDES, ALREADY NICKNAMED 'BLACK DEMON' BY THE GERMANS, HIDES SOMETHING SPECIAL UNDER ITS ORDINARY (WELL, NEARLY) BODYWORK. WITH A TOP SPEED OF OVER 160 MPH THIS CAR IS AMONGST THE TEN FASTEST IN THE WORLD. NO INTRODUCTIONS ARE NEEDED FOR AMG, THE MAGICIAN BEHIND THIS CREATION. THE ONLY QUESTION NOW IS, WHERE WILL THIS MAN STOP?

by Martine Rénier

It was with a certain pleasure that I returned to Affalterbach. I could feel the soft early autumn sun's rays on my skin and the village looked just as it always had.
Even Daimler Strasse itself seemed deserted. All the activity was in the courtyard.
I found it a black monster there, crouching, ready to pounce as though it knew I was coming. After the excessive leather upholstery and video gadgets of the last AMG Mercedes I had tested, this car seemed staid in comparison. Chairman, Herr Aufrecht's explanation:
"*The simple reason is that it's destined for the European market!*"
Of course. You might be forgiven for forgetting that there are Europeans, Americans and Japanese able to afford an AMG. It's not just something reserved for export to the Emirates.
Certainly, in this case, it's not the same car. Dark leather upholstery matches the ebony bodywork and the varnished walnut dashboard houses a high-quality stereo. That's all. Inside, that is. Because the outside is well worth a second look. To say that it is impressive would be a major understatement. As expected, there is an absence of chrome, the one-piece radiator grill tapers into the black spoiler. Side skirts adorn the lower half of the body, their lines continuing through the wheel arches to the rear spoiler. The effect is definitely black. As aggressive looking as you could possibly hope for. The most monstrous element (in the positive sense) is the wheels. In order to fit the 9 inch wheels at the front and the 10 inch wheels at the rear, a great deal of widening has had to be done. Coupled with the fact that the body shell has been lowered, the overall effect is quite brutal.
Seen from the rear, you could mistake it for an AMX. Equipped with a jet engine!...
From the front? Well, it's hardly worth describing it to you. You'll not have it in your rear view mirror long enough to recognise it!

WOULD YOU CARE FOR ANY MORE VALVES SIR?

The initial shock over, and after taking something to calm me down a little, it's time (at last) to turn the ignition key. Shall I describe the song of the engine to you, or would you prefer to consult your heart specialist straight away? You're already familiar with the melody of the V8, that deep throaty growl that becomes a

This is probably the only view you'll get of the 32 valve AMG. With a top speed of 162 mph, it's one of the ten fastest cars in the world.

Intelligent styling modifications are a definite plus for Herr Aufrecht's 500 SEC. The front and rear wheel arches have been reworked for practical purposes... How else would you be able to fit those 9" wheels to the front and 10" wheels at the back?!

Mercedes 500 AMG 32 Valve

powerful roar with each burst of the accelerator. Well this is the same, except in technicolour. It's deep and husky at low revs becoming sweeter as you press harder onto the accelerator pedal. A crisp, metallic sound from within the cylinder heads as everything bursts into operation. My goodness! If Freud had heard it, he would have had to revise all his theories. This is the sound of our spiritual mother. And I mean it.

What else was there for me to do now than to put the car into 'drive' and have a look round for some inviting roads? Just getting the Black Panther out of the garage you realise the difficulty that the power steering has turning the 9" and 10" tyres. Don't forget to keep a stock of Mars Bars in the glove compartment! However, as soon as you start driving, you quickly forget those aches in your arms. You're bathed in luxury and voluptuousness, comfort and calm. It's incredible how at home I feel in this car.

But before going any further, allow me to get your saliver glands working a bit. I'm sure you won't object if I start by describing a few of the goodies that are hiding under the bonnet. One day, Herr Aufrecht said to himself "*What about trying to get a bit more power out of this here engine?*" There's obviously potential in a V8 that cruises at 135 mph at 4500 rpm with a redline that starts at 6000 rpm. Simply by increasing the compression ratio from 8.8:1 to 9.4 some extra 60 bhp were extracted, with, at the same time, maximum power coming in at 5750 rpm instead of 4750. 296 bhp instead of 231! However, low rev maximum torque became a problem, something which is never very pleasant.

What can you do to a motor to make it more powerful, without detracting from driving pleasure? You've got it. Of course! Four valves per cylinder. And four times eight makes no less than 32 valves, operated in two teams of sixteen by each of the overhead camshafts. The cylinder heads and redesigned camshafts have been especially machined for AMG but the lower half of the engine has been left untouched. Any 5-litre, 8 cylinder engine with four valves per cylinder means business. A car with 340 bph and 46 mkg of torque is no toy. Radar trap setters certainly won't be laughing much as they watch their machines implose from the impulse of over 170 mph.

You must be saying to yourself that it can't be all that easy to drive at those sorts of speeds. Wrong! That's possibly the most frightening thing about it. Anyone who's been at the wheel of a Miura is not likely to forget the experience in a hurry. The 32-valve AMG Mercedes is different. Driving is surprisingly easy, together with the effective soundproofing and the impression of safety. There's nothing better to sicken those whose cars swerve along once they've hit the 120 mph mark — with the wind behind them. In the hands of a certain Mr. Prost, or Boutsen or Hesnault, it is even easy to drive at Nürburgring speeds. Not one of them refused to try out the car for us. They all had stars in their eyes when we mentionned that we had the 32-valve AMG. We've never had such a good reaction! That must mean something. None of them found any major criticisms to make. Perhaps that the brakes tended to fade. It does, after all, weigh in at 1,800 kilos and can certainly build up quite a momentum with its 340 bhp. Especially on a circuit like the Nürburgring.

In such extreme conditions you could forgive a little brake fade. The strangest thing was that, like us, our 'test drivers' had the impression of a lack of power. Perhaps it was the automatic gearbox or the weight of the beast. A number of details led them to believe that the 340 bhp weren't being fully exploited.

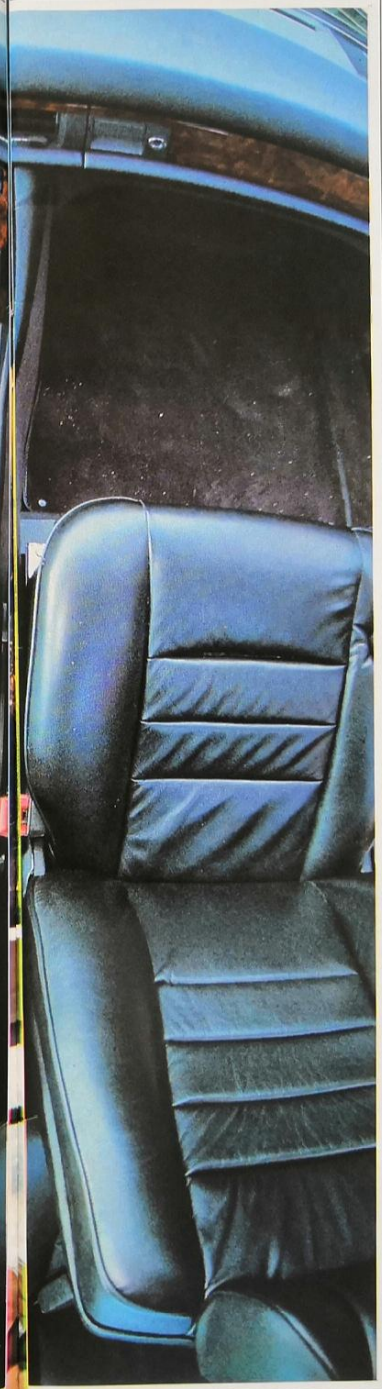
On the way home, we took the motorway, 237 miles in two hours. The needle stuck at 140 mph all the way. That's when the real difference hit us. The 16-valve would run out of breath at 135/140 mph whereas our car seemed to take pleasure in defying the speedo. Our average was up by 15 mph.

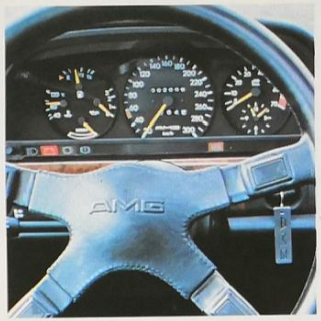
Just to make sure, in case we were left with any doubts, we trundled off to the Montlhéry circuit near Paris. 15.01 seconds for the standing 400 metres and 26.11 seconds for the standing kilometre. As a comparison, the 16-valve model covered the same distances in 15.33 seconds and 28.22 seconds respectively. In dry conditions. While our tests were carried out in damp conditions.

Acceleration figures have been given for reference only, since the kick-down seems to level down performances from all speeds. Maximum speed, however, speaks for itself. Don't go thinking that driving at top speed is a frightening experience, with you perched on the edge of your seat, gripping at the steering wheel for dear life. If I told you just how effortless it is, you'd want to buy one straight away. Any takers?

Driving the AMG, bends fall into two quite distinct categories. Firstly the fast curves, or the "What bend?" sort of thing. Secondly there's the nasty, tricky, tightening kind which keep you guessing right until the last second as to where they're going. In the latter case, place the car as you enter the bend, open up

Mercedes 500 SEC
AMG 32 valve
Price
Great Britain:
Approx. £31,000 + VAT - price of conversion.
Approx. £70,000 + VAT for test model.
Approx. £10,000 + VAT for engine kit.





Mercedes 500 SEC
AMG 32 soupapes
Maximum speed: 162.3 mph
Standing kilometre: 25.72 s.

More sober than previous AMG interiors, the appeal of walnut and leather is always irresistible.

THE FINER POINTS

- **Affalterbach is, in fact, in a region noted for its walnut trees. There's even a plantation behind the factory. Needless to say walnut is used throughout the interior; the dash board, the central console and the trimming of the door side-pockets. The leather used for the seats is as soft as you could possibly want with that unique smell. The same leather is used even for places you can't see, like the door interiors. That's luxury!**
- **When you're driving at speeds likely to make most radars implode and in order to avoid brushes with the boys in blue, it's best to be kept informed. AMG have fitted their own speedometer which shows up to 300 kph (187.5 mph). Enough to keep a gawker talking.**
- **To get the Blaupunkt radio in, room had to be made. Unfortunately the ashtray had to make way. It is now situated right at the back of the central console and is a little difficult to reach. So, when you order yours, get them to try and find somewhere else for it.**
- **Twin exhausts? Very nice. From close to, I can see a very discreet AMG engraved into the metal. In fact, that's the only real difference from the 16 valve model. No flashy '32 valve' badges. When one puts that amount of money into a car one expects things to be kept simple, doesn't one?**
- **Even the AMG special leather steering wheel is a little special. Smaller than the original (thus about normal size!), it's very comfortable and each of the four spokes has been fitted with a horn push-button. As my gardener said, 'What will they think of next?'.**
- **This latest AMG conversion did not feature Reccaro electric seats at over a grand each. Nor have they fitted video equipment or white leather interior. Our test car was a 'Europeanised' version and not destined for the Emirates. That's what made it so cheap; nearly the same price as the 16 valve model with all the aforementioned extras. Who knows? The next one might be even cheaper. Well, you can always dream...**

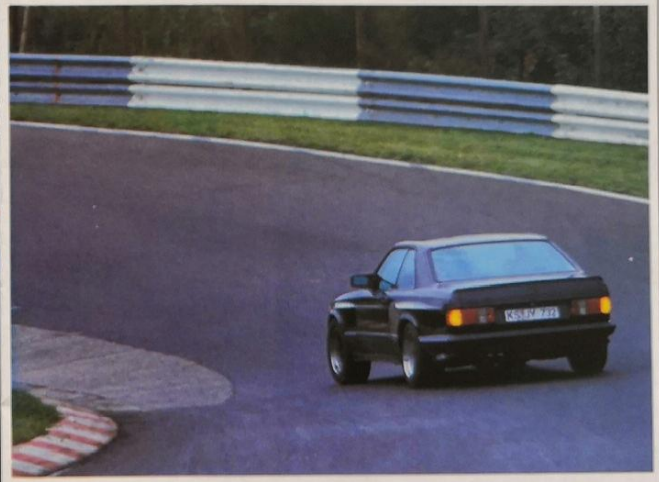
Mercedes 500 AMG 32 Valve

Wilmslow Ltd.,
Water Lane, Wilmslow, Cheshire.
Tel. 0625 532806

Stratton Service Ltd
Dean Way Trading Estate, Manchester Rd, Hanforth, Wilmslow, Cheshire.
Tel. 0625 532678
Service Director: Derek Darcey,
Sales Executive: Roger Wood.

Mercedes 500 AMG 32 Valve

Pure high speed, yes. But also high cornering speeds. Add in comfort and driving pleasure and you get a good idea of what this AMG cocktail's all about.



the throttle and apply opposite lock. The car's a dream, doing exactly what you want of it. Aufrecht and his team have achieved this by leaving the car's suspension basically unchanged. At low revs, the car feels good and remains so as speed builds up. The dampers are shorter and have been set differently but the geometry has stayed the same. That is the secret. The 500 SEC is a naturally well-balanced car and is so even with 340 bhp under the bonnet. Good work, Herr Aufrecht. It does tend to understeer because of the weight at the front (985 kilos front, 813 kilos rear) but, by letting the power talk, this can be countered. The problem of body roll has been reduced in comparison to the 16-valve model. Driving hard does show-up one inconvenience — the tyres tend to rub a bit against the arches. If you are an inveterate hard driver ask them to modify the suspension settings when you order. While we're talking about tyres, we wonder why Eagles were fitted instead of Pirelli P7s. It's difficult to follow AMG's reasoning here.

This incredible, exceptional, ultra-quick car, weighing in heavy on the scales and powered by a V8 engine full of muscle, must be a bit of a fuel guzzler? Admit you've been asking yourself the question since the beginning of the article. If I said no, over 14 mpg, would you believe me? No?! Well it's true. Even the Formula One aces didn't get much above the 13 mpg mark and our average was around 14.3 mpg including the motorway stretches which called for long-distance cruising at high speeds.

Unbelievable? No, Bosch — plus meticulous fine-tuning. An equilibrium and outstanding achievement which could be felt at the first touch of the steering wheel and which proved consistent throughout all the tests that were run. Now you know all the secrets, or most of them, there remains just one small problem to clear up. The price. I don't really want to annoy you by saying that 180,000 DM is not really all that expensive, considering all the pleasure that can be derived from such a car. I'll just leave you to dream. After all, at that kind of price, that's all we can afford to do.

Is it foolhardy to construct a car that pratically nobody can afford? Not really. To begin with, some people do have 180,000 DM stashed away in their piggy banks. The second thing, and this is something that is all too easily forgotten, is that a car can sometimes be a work af art in its own right, something beautiful to be admired. So let's not knock too easily this kind of luxury car and, instead, let's hope that somebody a little nearer to home will be able to come up with an equally sublime creation. Any takers?

MERCEDES 500 AMG 32 valve
Test fuel consumption: 14,5 mpg

DATA SHEET

MERCEDES 500 SEC AMG 32 valve

ENGINE

Specifications:
- Capacity: 4973 cc
- Bore/stroke: 96.5/85 mm
- Compression ratio: 9.8 : 1
- Max power: 340 bhp at 5750 rpm
- Max torque: 46 mkg DIN at 4500 rpm
- Max revs: 6300 (rev limiter fitted)
- Electrical equipment:
  — Battery: 12 V, 66 Ah
  — Alternator: 70 Amp.

Construction:
- Position: Front, transverse
- Type: V8 at 90°
- Cooling: Water. Oil radiator fitted.
- Crankshaft: 5 bearings
- Material:
  — Cylinder heads: Alloy
  — Block: Alloy
- Distribution: Dohc, belt driven
- Valves: Four per cylinder. Hydraulic tappets
  Inlet: 37 mm dia.
  Exhaust.: 32 mm dia.
  Angle: 30°.
- Fuel systems: Bosch K-Jetronic injection (mechanical)
- Ignition: Electronic (coil and distributor)
- Spark plugs: Bosch H5 DP.

TRANSMISSION

Type: Rear driven
- Gearbox: 4-speed auto. Manual 5-speed Getrag box optional
- Ratios:
  — 1st: 3.68 : 1
  — 2nd: 2.41 : 1
  — 3rd: 1.44 : 1
  — 4th: 1.00 : 1
- Final drive: 2.65 : 1
- Clutch: hydraulic
- Differential: Limited slip. 25% standard. Optional ZF 55%.

CHASSIS

- Type: steel monococque
- Bodywork: 2 + 2 coupé
- Drag coeff. (Cd): 0,345

SUSPENSION

- Front: Double wishbones. Shortened coil springs. Gas filled Bilstein dampers. Anti-dive kit. 24 mm dia anti-roll bar.
- Rear: Trailing arms Shortened coil springs. 14 mm dia. anti-roll bar. Gas filled Bilstein dampers.
  The whole suspension has been lowered by about 34 mm.

STEERING

- Type: Assisted recirculating ball
- Turning circle: 10 m
- Lock to lock: 3 turns
- AMG leather steering wheel, 385 mm dia.

BRAKES

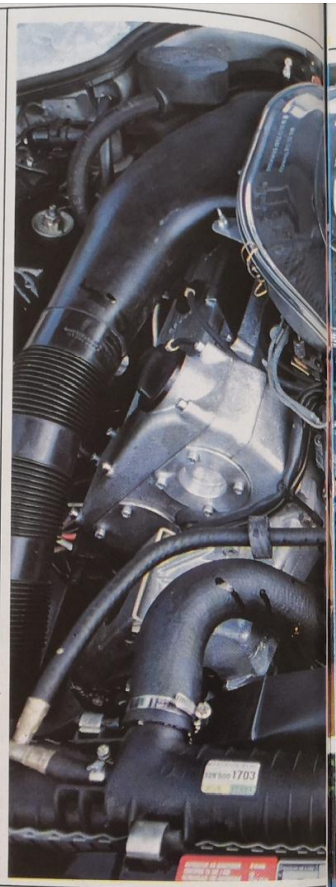
- Front: Ventilated discs. Enlarged cooling scoops.
- Rear: Discs
- Parking-brake: Drum
- Circuit: Dual servo
- ABS systems standard. Special AMG brake kit optional.

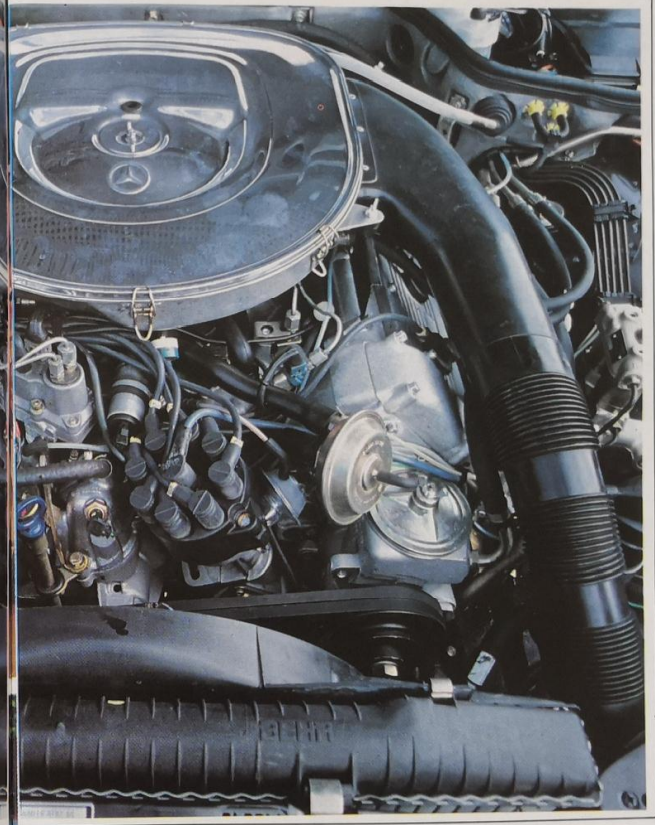
DIMENSIONS

- Wheelbase: 2845 mm, 112 in
- Track:
  — Front: 1609 mm, 63.3 in
  — Rear: 1606 mm, 63.2 in
- Length: 4910 mm, 193.3 in
- Width: 1920 mm, 75.6 in
- Height: 1370 mm, 53.9 in
- Overhang:
  — Front: 870 mm, 34.25 in
  — Rear: 1195 mm, 47 in
- Wheels:
  — Front: AMG 9J x 16 H2
  — Rear: AMG 10J x 16 H2
- Tyres:
  — Front: 255/50 VR 16
  — Rear: 255/50 VR 16
  Goodyear Eagles on test car.

WEIGHTS

- Kerb weight:
  — Given: 1700 kg, 33.4 cwt
  — Tested: 1798 kg, 35.4 cwt
- Distribution:
  — Front: 985 kg, 19.4 cwt
  — Rear: 813 kg, 16 cwt
- Power to weight ratio: 5.28 kg/bhp





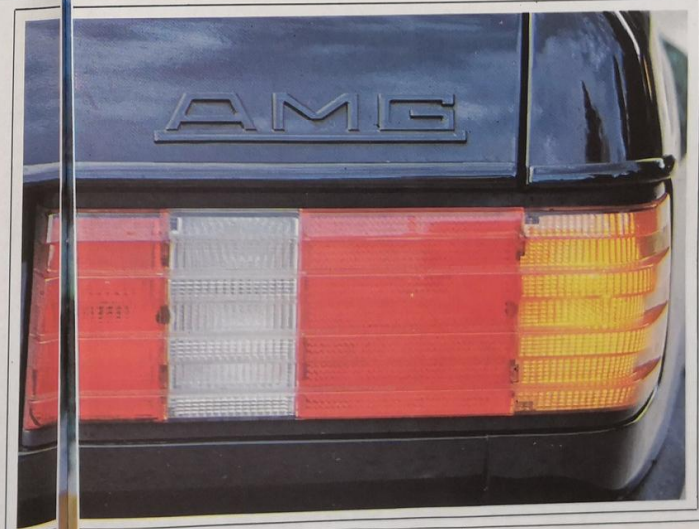
Performance Figures	Conditions: slightly damp 2 passengers	Mercedes 500 SEC
Maximum speed	mph	162.3
Standing start (seconds)	400 m:	14.85
	1000 m:	25.72
Acceleration from 50 mph to 75 mph (seconds)	in 2nd	4.27
	in 3rd	4.73
	in 4th	4.86
From 25 mph in 4th (seconds)	400 m:	14.09
	1000 m:	26.54
Maximum speed in each gear with gear change rev drops (mph/rpm)	1st-2nd	46.9/1000
	2nd-3rd	81.25/2300
	3rd/4th	137.5/2300
Maximum revs	rpm	6300
Redline	rpm	6000
Speedometer readings shown/real (Rpm)	60	54
	90	79
	110	97
	130	115
Fuel consumption L/100 km/mpg	average	19.55/14.5

TEST SHEET

Mercedes 500 AMG 32 Valve

FOR
- Exceedingly outstanding performance (especially for a 4 seater)
- Exceptional mechanics
- An aesthetic success
- Comfort and security haven't been forgotten (ABS standard equipment, etc.)
- Fantastic road holding
- Driving pleasure
- Etc., etc.

AGAINST
- Not much... except perhaps for the price at DM 180,000. Also possibly the brake fade encountered during hard driving.
  Remedy: fit the optional AMG brake kit.



It's here, under the bonnet, where the most work has been done. 340 bhp now, compared with 231 in standard form. Thanks mostly to the fitting of 32 valves instead of 16 but also to the meticulous fine tuning at the Affalterbach factory.

ROUNDABOUT

by Michel Guégan

Sitting opposite the old grandstand that overlooks the new circuit, Herr Kontroller is as old as the circuit himself. If, today, he's happy just to sell tickets for rides on the 'roundabout' (Karroussel in German), it's out of respect for the pre-war days when, with his Adenau schoolmates, he would walk through the forest to places with names like 'Flugplatz', 'Pflanzgarten' or 'Karroussel'. The different drivers that have held the title of 'Ringmaster' through the years will remember these places well.

It was the era of heroes like Hans Stuck (Senior of course), Rudi Caracciola and Hermann Lang. A time when drivers would take off their tight-fitting leather helmets and goggles and go and forget the day's trials and tribulations at the local bar. He never sees today's drivers. Hidden under their racing overalls and full-face crash helmets, they take refuge in their pits or in the team's motorhome. In the days before the 'Ring became a museum, it was not unusual to spot a famous face, come for the simple pleasure of doing a few laps.

Herr Kontroller has known Siffert, Elford, Redman, Ickx, Regazzoni and still vividly remembers the début of Hans Stuck Junior. They called him Striessel here. A signed photograph of him hangs proudly alongside one of his father on Herr Kontroller's sitting room wall.

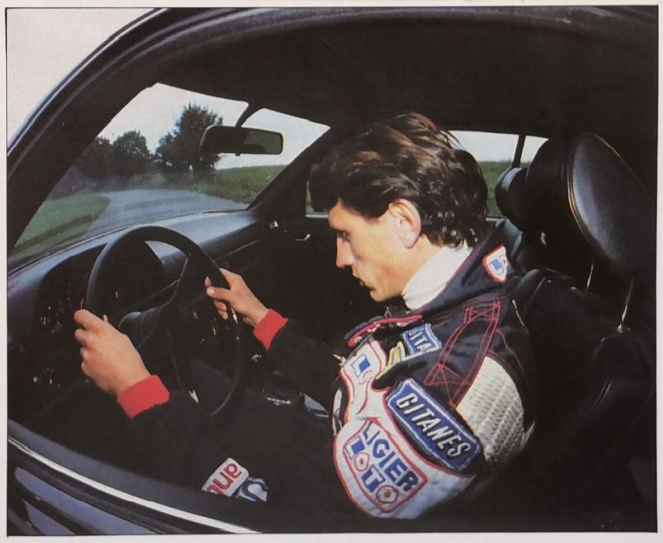
Of course, he'd never make the young lads pay. A smile or a wave of the hand was all he asked for. Just like that fair-haired chap now, passing by in that black Mercedes, his driving overalls showing underneath his raincoat.

The man in question is François Hesnault and he has donned his Ligier-Loto overalls today especially for us. In just a few hours' time he'll be taking over from de Cesaris at the wheel of the new Formula One car. For the moment, he's sat behind the wheel of the AMG Mercedes and seems to take a certain pleasure in the moment. "*I first came here for the Formula Renault championship in 1981 and used a Volkswagen GTI for practice. I liked it here. The old guy at the gate would let me through with just a smile or a friendly nod. Then off we'd go for 14 miles of utter madness! This is great being able to get the feel of a car like this. Right, left. Tight right-hander, a long left and we're at the crest they call Flugplatz. (German for airfield. It literally means 'place where one flies') It's pretty aptly named, don't you think? In fact it's damned dangerous but in Formula Renault we were only at 125 mph all the way round.*"

"*This car handles alright,*" admits François. "*It's got just the right amount of understeer and then slides gently as you accelerate. The tyres are excellent. Pity, though, that the shell is so low.*" The sinister rubbing sound of the tyres against the rear wings, as we accelerate hard out of bends, is a bit worrying at first but you soon get used to it. After only a couple of miles, the brakes have faded somewhat, but Hesnault knows the circuit well and sets the Mercedes up for the optimum line through the bends. "*See that fir tree over there? You aim straight at it and then, wham! you're on the kerb at Karroussel.*"

Pleasantly surprised by the balance of the AMG, I'm nonetheless overwhelmed at the natural beauty of the Nürburgring. You have to see it to believe it. There's practically no visibility in any of the curves. You have to rely on the red and white lines to guide you...

Prost concentrating, Hesnault contemplating and Boutsen unflappable, not to mention the others. We had less trouble persuading them to have a go in the AMG Mercedes than we did trying to get them out afterwards. The last word goes to François Hesnault — "It's when you get around 140 mph that you really feel the power come on."



ALL ABOARD AT 150 MPH

Thierry Boutsen needs no prompting. With a time of 7m 04s he broke the Formula Two record here and was only 5 seconds off Regazzoni's absolute record in a Ferrari. The AMG is a four-seater, not enough to take everybody who wanted to do a few laps in it. This time it's Boutsen at the wheel for a left followed by a long fast right-hander. "*From this point on, in Formula Two, you're flat out in fifth,*" explains Thierry. And in the Mercedes? I take a quick glance at the speedo. 138 mph! Left, right, a bus, left, right, a motorbike, a Manta 200. In the Mercedes, we can talk without raising our voices. Thierry doesn't need to brake, but veers from one side of the track to the other, pine trees on either side. It would need more than the rubbing of the tyres against the arches to upset our peace. We're now in the straight that takes us up to the pits. Through the dip at 150, over the crest and into another left-hander. Thierry stays flat out. There's four of us in the car and we're doing 153 miles an hour! An average of around 9 minutes a lap!

Alain Prost doesn't know the circuit very well. When here in his Formula Renault days, he'd only done a few laps when a German competitor rudely crashed into his car. He gets his bends mixed up and he'd quite forgotten what a beautiful circuit the Nürburgring is. After a few miles down-hill, he suddenly comments, "*Hey! This needs a lot of guts. What's it like after the crest?*" I reply that I think it's a left... Needless to say it's a right. Nonchalantly, Alain Prost turns the Mercedes and its 340 bhp into the right-hander, his mind visibly on something else. "*There's absolutely nothing in commun between a single-seater and a coupé like this. They're worlds apart. Even if Formula Twos can get by at 175 miles an hour, I would never dream of driving at that speed in anything but a single-seater.*"

Alain is obviously impressed, fascinated even, by the circuit. His thoughts turn to Niki Lauda's accident. We point out the long left-hander, the double guard rails, the earth bank. "*Incredible*" murmurs Prost.

As we arrive back at the pits, autograph hunters come rushing towards us without knowing exactly who is in the driving seat. Alain Prost remains inside the car, staring at the wheel. "*This car is reassuring on a circuit like this...*"

Then, all of a sudden, he's back to thinking about the new turbos that have been fitted to his McLaren and of John Barnard who's yelling at him to get back. "*Thanks. That was terrific.*" And, like a kid who's late for school, he scuttles off back to his pits!

RENAULT-ALPINE V6 GTs

WHAT ARE THE FRENCH ALL CHIRPING ABOUT? NEWS REACHED US THAT A PAIR OF BEAUTIFUL CLASSY CHICKS HAD JUST HATCHED FROM THE ALPINE BATCH. WE MADE STRAIGHT FOR THE NEST TO FIND OUT MORE ABOUT THE TURBO AND NORMALLY-ASPIRATED FLEDGLINGS. PRESENTING THE RENAULT-ALPINE V6 GT...

The rear seats have folding backrests and are separated by the central console.

The original dashboard-design of the normally-aspirated model.

The Alpine V6 GT and its rivals

The two new versions of the Renault V6 GT cannot, of course, be compared with the Audi Quattro Sport, the Peugeot 205 Turbo 16 or the Lancia Rally Abarth, which were in fact originally designed for competitions and then 'tamed' so that the required 200 models for homologation in Group B, could be constructed and marketed. Renault will have the recently presented Maxi Turbo 5 for That. No, its place belongs with the elite, the Porsche 911 Carrera, Lotus Esprit Turbo, Ferrari Mondial 'Quattro Valvole', Mercedes 190 E 2.3-16, BMW 6.35 CSI, Alpina B.6 or Maserati biturbo-if its the Turbo V6 version you want to compare.

Power-wise, the Alpine comes just ahead of the Mercedes 190 E 2.3-16, but behind most of its direct rivals - 240 bhp for the Ferrari Mondial, just over 230 bhp for the Porsche Carrera and between 210 and 220 bhp for the other GTs mentioned above. The Alpine's power equals That of the Maserati biturbo, with its a 2.5l V6 twin-turbo engine... but not for long, because an 'S' version is due, with 240 bhp under the bonnet.

According to our information, the Alpine should come out tops concerning performance figures, with a top speed of 156 mph, a standing start kilometre time of 27s and the standing start 400m in less that 15s. It's way ahead of the Maserati Biturbo and a much better performer than the Mercedes. The BWM 6.35 C SI and Alpina B.6 are also left behind and the Lotus, the Ferrari Mondial 'Quattro Valvole' and the Porsche Carrera, are just to say beaten - inspite of them all having a maximum speed of between 150-153mph.

The price tag for the turbo version should be around £25,000 but we believe that that will be competitive. The Ferrari, Lotus and Porsche are in the £ 30,000 bracket. However, it's unlikely that the normally-aspirated Alpine V6 GT will cost more than £ 20,000, in the same category as the Porsche 944, Alpina C.1, BMW 5.28i special, Mercedes coupé 230 CE and the Volvo 760 Turbo group.

A few sketches, a few vague technical data sheets had recenthy led us to believe that IT existed, that IT was in its final stages before the official presentation to the press.

The specialists of the automobile world, shook their knowledgeable heads and mumbled something to the effect that IT might be at the Paris Motor Show. Seeing that the stars of the show had already been booked - the 'Super 5' and the two R 25 V6s, in both turbo (less than 28s for the standing kilometre, top speed over 140 mph) and normally-aspirated versions - there was no way IT would make its appearance with them around.

That meant we wouldn't be gloating over the latest version of the Alpine A.310 V6 until the end of October. By that time the spot lights at the Porte de Versailles exhibition hall would have been killed and the new twins would have the limelight to themselves. It must be said that they're not•identical twins, one is fitted with a normally-aspirated V6 block and the other has had a Garrett turbo added to the same power unit, together with an air-air intercooler. In fact the pair of them have been tearing around the sleeping French countryside for quite a while now. They have been undergoing nocturnal test runs of about 500 miles out of the Berex, Dieppe Alpine-Renault experimentation centre in Northern France.

The two versions are planned to be revealed simultaneously, but the normally-aspirated version has had to wait for its turbo sister to be finished for some time. It appears now that the redesigned turbo unit has almost completed the last stages in its technical development.

Renault should be releasing a statement to the press concerning both the Renault-Alpine V6 GT versions shortly, which means that hopefully they will be available to the press for testing by the end of the year and marketed separately between February (for the normally-aspirated version) and April (turbo version). In other words it looks as though the Geneva Motor Show will be staging the presentation of the two super-stars to the world.

A real 2+2

It's a case of love at first sight with the V6 GT which is both longer and wider than the A.310.

The thoroughbred Renault-Alpine V6 GT is a natural off-spring of the French GT series. It has filled out a little to accomodate the 2664cc V6 90° engine block which makes it that much more seductive - imagining what's underneath keeps your mind working overtime ! It has a familiar family-air about it inherited from the R25 and a 'je ne sais quoi' from the Porsche 928, especially from the rear with its built in spoiler, the long row of various tail lights and the two exhaust outlets pointing their noses from underneath.

The design has a very sporty and streamlined look about it. The front is a pleasant combination of the A.310 and the Renault 25. It has been so designed to produce an original yet sober look which also has something incredibily agressive about it.

The rear hatcheback window opens to reveal the engine under a special protection cover and the evidently small luggage compartment is under the bonnet where the mini-spare wheel, storeage battery and fuel tank are tucked away. The designers couldn't do much better room-wise, in view of the plunging nose-design.

The passenger compartment is a great improvement on the Alpine A.310. This time, it's no misnomer to announce it as a real 2 + 2. The two front form-fitting seats have been perfectly designed for optimum comfort. There is a large central console between them which seperates the two rear seats and which terminates under the new dashboard. The three-spoke steering wheel has also been redesigned. Compared with the A.310, the dasboard has a manly virile feel to it. Is this a model for men only?

The suspension has been adapted from the Renault 5 Turbo.

The V6 GT, when compared with the 2664cc A.310 V6, offers an impressive string of improvements. Firstly there's more power, the weight ratios are seem ingly better distributed, much thought has gone into remodernisation and finally into the ergonomics and the spacious interieur.

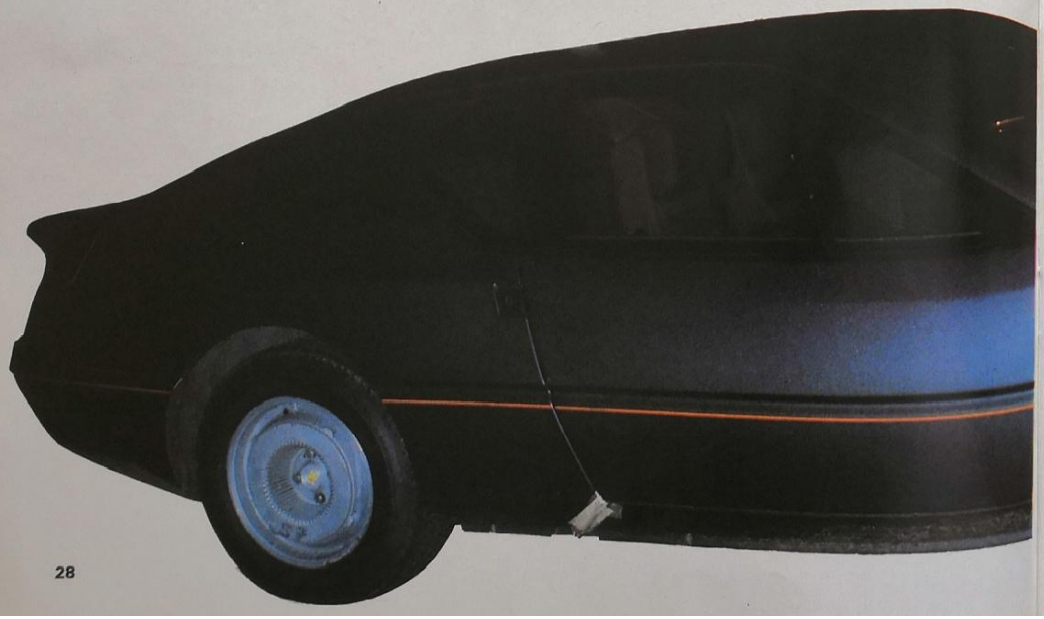
The new Alpine V6 GT, apart from looking a better-balanced and an easier car to drive, should also inherit a number of other qualities from its parent car, which developed 150 bhp for a top speed of over 140 mph. For example its excellent road handling and its reassuring braking.

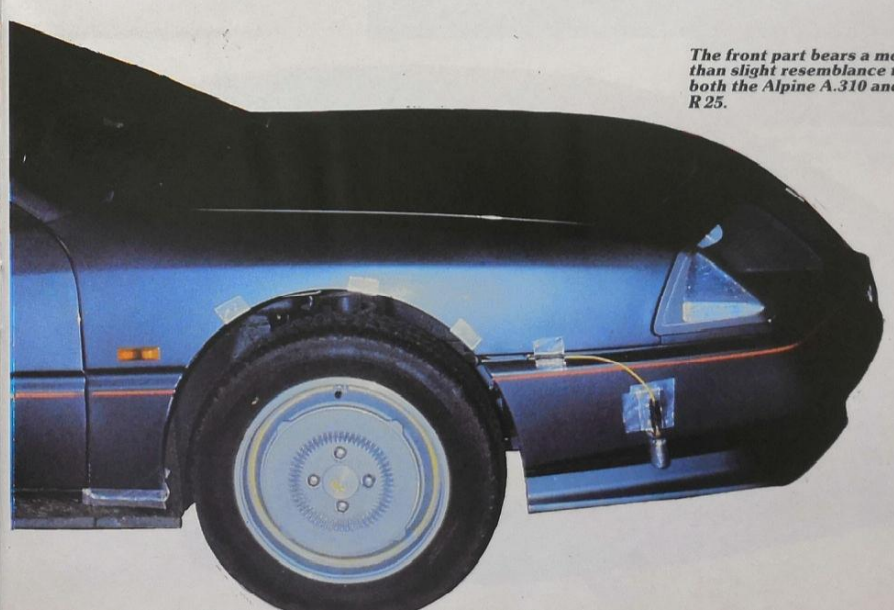
The advertising campaign behind the new GT should be worth following to see just how Renault get their message across, in France it is no longer possible to exploit performance figures. There's no denying that this is an athletic car, a racer! The turbo-engined version should produce around 200 bhp (compared with 182 bhp for the R25 fitted with the same engine) and the speedo needle can be expected to hit 155 mph as the top speed figure. We can assume that the standing kilometre will be covered in approximately 27s. The normally-aspirated Alpine V6 GT and the injection R25 V6 should have a similar difference in power, ie, between 15 and 20 bhp extra for the GT.

To conclude, the Renault-Alpine V6 GT is obviously a development of the R25 V6 and is the natural and logical evolution of the A.310 V6, just as the Super 5 is the logical follow on to the R5...

PREVIEW

Plenty of room in the passenger compartment.





The front part bears a more than slight resemblance to both the Alpine A.310 and the R 25.

Comparison figures for the main Alpine models since 1956

TYPE	YEAR	ENGINE SIZE	BASE	MAXIMUM POWER	MAXIMUM SPEED
A 106 (Coach)	1956	747cc	R4	38 bhp/6200 rpm	153 Kph/ 92.6 mph
A. 108 (Coach, Coupé, Cabriolet)	1960	747cc	R4	24 bhp//4400 rpm	120 Kph/ 75 mph
A. 108-1000 (Coupé, Cabriolet 2 + 2, Saloon)	1960	998cc	Dauphine	60 bhp/6500 rpm	180 Kph/ 112.5 mph
A. 110-1100 '100' (Coupé GT 4 Saloon)	1965	1108 cc	R8 Gordini	106 bhp/6500 rpm	180 Kph/ 112.5 mph
A. 110-1300 S (Coupé GT4 Saloon)	1966	1296cc	R8 Gordini	106 bhp/7600 rpm	180/215 Kph/ 112.5/134.3
A. 110-1500 (Saloon)	1967	1470cc	R16	62 bhp/6500 rpm	190 Kph/ 118.7 mph
A.110-1600 (Saloon)	1969	1565cc	R16 TS	80 bhp/5500 rpm	195 Kph/ 121.8 mph
A. 110-V 85 (Saloon)	1970	1289cc	R12	72 bhp/5900 rpm	180 Kph/ 112.5 mph
A. 110-1300 G (Saloon)	1970	1255cc	R8 Gordini	88 bhp/6750 rpm	205 Kph/ 128.1 mph
A. 110-1300 S (Saloon)	1970	1296cc	R8 G + kit	102 bhp/7200 rpm	210 Kph/ 131.2 mph
A. 110-1600 S (Saloon)	1970	1565cc	R16 TX TS	122 bhp/6000 rpm	215 Kph/ 134.3 mph
A. 110-1600 SC (Saloon)	1970	1605cc	R12 Gordini	140 bhp/6000 rpm	210 Kph/ 131.2 mph
A. 110-1600 SI (Saloon)	1970	1605cc	R17 Gordini	140 bhp/6250 rpm	210 Kph/ 131.2 mph
A. 110-1600 SX (Saloon)	1976	1647cc	R16	95 bhp/6000 rpm	190 Kph/ 118.7 mph
A. 310 (Carburettor)	1971	1605cc	R12 Gordini	140 bhp/6250 rpm	210 Kph/ 131.2 mph
A. 310 (Injection)	1971	1605cc	R17 Gordini	140 bhp/6250 rpm	210 Kph/ 131.2 mph
A. 310-1800	1971	1798cc	R17 Gordini	165 bhp/6250 rpm	215 Kph/ 134.3 mph
A. 310 TX	1976	1647cc	R16 TX	95 bhp/6000 rpm	190 Kph/ 118.7 mph
A. 310 V6	1976	2664cc	R30 TS	150 bhp/6000 rpm	220 Kph/ 137.5 mph
V6 GT (Injection)	1984	2664cc	R25 V6 Inj.	Approx. 150 bhp	Appróx 225 Kph/ 140 mph
V6 GT Turbo	1984	2664cc + Garrett Turbo	R25 V6 Turbo	Approx. 200 bhp	Approx. 250 Kph/ 156 mph

"Alpine" has been synonymous with sports model' for the Renault range since 1960. The French manufacturer now seems to be directing its competition image to cars evolved from its bread-and-butter models. Witness the Group B Renault 5 Turbo. Purists, however, have remained strongly attached to the magic-sounding name of Alpine.

The new GT Alpine doesn't seem to be destined for a competition career, as all Renault's competition research in this field, apart from Formula One, is going to the new 1526cc, 350 bhp, Maxi 5 Turbo which was presented at the start of the recent Tour de France Rally. It must be said, though, that the Alpine GT is aimed at the sportscar market, a market in which it will be able to hold its head There's no doubt in our minds that the 200 horsepower Turbo version has a bright future with a large development potential.

In the meanwhile it seems fitting to give a brief history of the Alpines that have come out of Renault's Dieppe factory in the north of France.

The first car to bear the name "Alpine" was the 'Coach', constructed around an R4 base by the Chappe brothers in honour of Jean Rédelé's victory in the 1954 'Coupe des Alpes'. The steel body was replaced by plastic and the car was presented at the 1955 Paris Motor Show. Its engine size was 747cc.

The 1957 Paris Motor Show visitors saw the Coupé A.108 (850cc, 21 bhp) which was based on a Cabriolet A.108, marketed at the beginning of that same year. The cruising speed of the R4-engined Coupé A.108 was 75 mph. Later, for the 1959 Show, three models were available, (A.106, Cabriolet A.108 and the 2+2 Coupé) with a choice of six different engines (747cc, 845cc, or 904cc in either standard or competition configuration), mated with either a three, four or five-speed gearbox.

Two new models came out in 1960, the new 2+2 Coupé and the Tour de France A.108 saloon. The Alpine range comprised four different models at the 1961 Motor Show, (Coupé 2+2, Cabriolet Sport, Coupé Sport and the Tour de France A.108 saloon). There were six power blocks to choose from, (850cc/40 bhp, 850cc/47cc, 904cc/52 bhp, or 747cc/52 bhp, 998cc/59 bhp and 990cc/70 bhp with Mignotet competition engines).

The following year, the A.110 saloon made its appearance, powered with the same block as fitted to the R8 and Caravelle 'S', a 956cc four-cylinder, five bearing affair, developing 55 bhp before modification. Gordini worked on it to produce an 1100cc and thus began a great era...

Serveral thousand Alpine A.110-1300s (85, G and S) were constructed from 1963 to 1976, with a limited series of '1500's (17 saloon models fitted with Renault-Lotus 1470cc engines) appearing in 1967. Quite a few of these were competition prepared. The production-line version of the A.110-1300 superseded the GT 4. It was a popular car and its 1108cc engine developed 55 bhp to achieve a top speed of 100 mph. In 1968 the modified version of the R16 TS engine (1565cc) was fitted. The central-tubular-beam type chassis continued to be used. The standing kilometre was covered in 31.4s. The classic 1600s were manufactured until 1976 and the 1600 SX (with the new suspension unit taken from the Alpine A.310), until '77.

In 1970, to produce the different saloon models and the A.110-1600 Alpines, 353 people at the Dieppe factory and some 75 people were employed at the Thiron-Gardais factory (north-west of Paris) which existed from 1968 until 1974. 1970 was the year which saw the introduction of the 1600 S (125 bhp at 6000 rpm).

A year later, in 1971, the first four-cylinder A.310 pushed its nose out of the Dieppe-base. However, the saloon models remained more successful with the public and hard fast drivers as a direct result of its rally wins and ever-improving performance figures. The impact of its victories was so great, that supply had a hard time meeting demand. The world title in 1973, a decade after its first launching, gave rise to the 1600cc SC (1605cc + 130 mph) fitted with rear A.310 suspension.

The last version of the saloon was the 1600 SX. 389 cars were constructed from 1975 - 1977 using Alpine A.310-V6 rims and rear suspension. The last of the A.110s left the Dieppe assembly-line in July 1977.

The A.310, was the new generation offspring of the Alpine. It was a great deal less powerful in its initial versions. As a result of the national economic situation, Alpine had to resign itself to be taken over by Renault. In the fight for survival, the A.310 had to bend to new rules, such as anti-pollution standards; the car lost power in its 'clean' injection configuration. The R16 TX engine, it was fitted with meant even more loss of power...

It wasn't until 1976, that the R30 TS V6 engine model appeared. It didn't have the makings of a rocket, but it was a definite improvement - 150 bhp at 6000 rpm, the standing kilometre in 28.7s and a top speed of between 130-135 mph.

It's taken a whole decade for another generation to be designed, constructed and marketed. Todays Alpine V6 GT.

PREVIEW

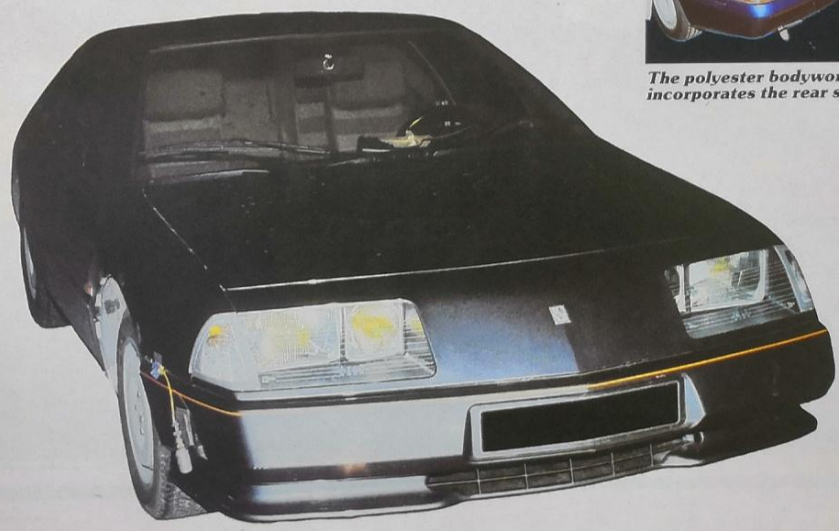
The battery, spare-wheel and fuel tank leave little room for luggage.

The relatively easily-accessible V6 is there, under the air filter.

The polyester bodywork incorporates the rear spoiler.

What does this remind you of,

an R 25 or a Porsche 928?



AND THE SUSPENSE CONTINUED

ALAIN PROST SCORED HIS 6th GP VICTORY OF THE SEASON AT THE NURBURGRING. THIS ALL-DECISIVE RACE IN HIS CAREER LEFT HIM A CHANCE OF CLINCHING THE WORLD TITLE AT ESTORIL.

by Patrick Camus

Alain Prost closes title gap. Prost still in with a chance. Lauda-Prost conclusion for Estorill headlined the sporting press. But, make no mistake, this was no heart-expanding, soul-stirring, breath-taking race. Prost had come to win in Germany and he snatched the lead at the first turn, holding on to it until the end. His lone-run to victory assured him of sustaining his challenge to team-mate Niki Lauda. The stakes, on the eve of the closing race are considerably higher as the tension mounts.

Alain Prost is a staunch believer in good or back luck. At the 'Ring he had his fair share of both. Friday's unofficial practice session went according to plan, but it rained on Saturday. On race-day a certain uneasiness took over. During the warm-up session, the carbon-fibre brakes on the McLaren overheated and Alain found himself spinning off the track onto the sodden grass as the brakes locked. Fortunately, the large run-off areas forgive slips of that kind... But, he was out of luck — the McLaren crashed into an emergency rescue car parked precisely where it shouldn't have been — on his trajectory, resulting in a bent rear suspension. It was nothing that couldn't be mended, but there was also the question of a water leak which had developed on the engine. With only three hours to go before the start, Prost wasn't at all at ease. His mechanics got down to the business of changing the suspension unit

right away and the V6 power block. The spare car was also set up, but Lauda had first option on it that weekend. Prost then had to decide which chassis he was going to use. "*It was a difficult decision, but out of respect for my mechanics. I finally opted for my own chassis. I'm only too glad I did now. The car behaved wonderfully and I have no complaints about the engine or the tyres. The thing that worried me most was being able to keep up the pace and not lose my concentration. When there's no-one out in front to follow, it's that much harder.*" Prost got off to a good start and had a trouble-free race. At the end of the day, he was a

Lap 1, turn 1, a bit of hard braking gets Senna's tyres smoking, the car upends and falls over the back of Rosberg's. Laffite has got out of the way, but behind, Surer and Berger tangle. De Cesaris has gone into the run-off area. Within yards of the starting line, Senna, Rosberg, Surer, Berger and have to call it a day.

Team by team

So, what had everyone been up to during the four weeks' break between Monza and Nürburgring ? Were they taking a few days well-earned holiday ? Were they busying themselves with preparations for the last two GPs of the season ? Or was it the 1985 season that was foremost in their minds ? Few stayed at home, but there were no important modifications in Germany. That probably means that much work must have been going on in preparation for 1985.

RENAULT

Tambay stuck to his old RE 50/02, the spare car is still the 09 and Warwick had kept the 08. All three chassis had carbon fibre SEP brakes but only one had the Renix electronic injection. Although it was tested at the 'Ring, Paul Ricard and on the bench, no-one was going to be taking any chances for the race. Warwick opted for mechanical injection at the end of the comparative tests.

SPIRIT

As Huub Rothengatter's cash had run out, Spirit went back to Mauro Baldi (he raced for Spirit until the Monaco GP) as he had found a new supply in the interim. A second Spirit was to take part in the last two races of the season, but FISA didn't receive the entry form in time for the European GP. The 101/2 was slightly modified with a longer wheelbase (spacer between the engine and the gearbox) and a single oil radiator placed in the rear right wheel air intake.

WILLIAMS

Laffite and Rosberg had two private testing sessions at the 'Ring. Road handling shouldn't bother them any more. Nothing new, but Frank hopes that Honda have worked on reliability of their power unit during the four week interlude.

RAM

Alliot had the 03 and Palmer the 02 — all as per usual. Ram have obviously got their sights fixed on next season.

OSELLA

Ghinzani drove the modified 'McLaren' shaped FA1F seen at Hockenheim. The weight distribution ratio has been modified since. Gartner's race car and the spare car are identical.

LIGIER

De Cesaris had the JS 23 type B at his disposal, identical to the one seen at Paul Ricard during private testing and during preliminary testing at the GP, ie high sidepods, modified bodywork and suspension. Hesnault kept the usual JS 23.

TOLEMAN

The TG 184/02 for Johansson and the 03 as spate car and the 05 for Senna (!). Brazil's prodigal son is back. His suspension for breach of contract only lasted for one GP, Monza. Johansson, therefore, had to use the Hart engine without electronic control pack It would have been interesting to see the outcome of a duel between the two drivers with similar equipment.

McLAREN

'The thing that's worrying us most is not the engine, nor the aerodynamics, but the weather,' explained John Barnard. *'Here, it's so unpredictable from one second to the next.'*
The MP 4/2s haven't changed since Monza. '85 is on their mind too. Lauda seems to be fit and well, and is getting around without his crutches.

LOTUS

The 95 T/02 for Mansell, the 03 for de Angelis and the 04 as spare car. Lotus have had a relatively inexpensive season! Like Williams they have kept the SEP carbon fibre brakes.

BRABHAM

Brabham did some private testing at the 'Ring on Pirelli rubber. They will continue running on Michelins until the end of the season.
Reliability has been worked on, in Gordon Murray's words — *'We've led the last 5 GPs, but we haven't won any of them. We've got to kep working...'*

ARROWS

Arrows have also been working hard on reliability. '85 is now foremost in their minds. The new chassis should be ready at the end of November.

ALFA ROMEO

New front and rear spoilers and fuel warmer. That's all folks!

FERRARI

'Forghieri is out.' Renzetti is now head of the 'engine' department and Postlethwaite the chassis. Neither were seen on the circuit, but Tomaini was there to hold the fort. The three 126s were of the C4/M2 type seen at Monza. All three have new rear and front spoilers. The new gearbox tested during private testing at the 'Ring wasn't fitted.

ATS

With Winkelhock not competing in the last two races, Berger will be on his own with two unchanged cars.
There will be no BMW for ATS in 1985.

happy man with another 9 points in the race to the world title. Here's Tambay's version of the start: "*I found myself alongside Alain and on the outside at the first turn. I thought about getting round him, and then, what with the world championship at stake, I moved out of the way, I wasn't going to take any chances. Then I got on with the job of trying to finish the race.*"

So what's going to happen at Estoril? Impossible to tell. Prost's win at Nürburgring left him 4 1/2 points down on Lauda and then he was awarded an extra point with the redistribution of Tyrrell's points from Detroit. "*It's difficult to say what that extra point means to me. I haven't had time to think about it yet. However, as we all know, championships can be won or lost by just one point — or half! What matters now, is Portugal. No-one has ever raced there before. We'll have to get some hard practicing in and hope that it doesn't train.*" Alain had been understandably tense before the start of the European GP. Afterwards he looked as though a great weight had been lifted off his shoulders. "*Psychologically, I feel great. I also feel I have the advantage over Lauda. I have done what I came here to do — win. Niki won't be feeling safe anymore, he'll have to come out and fight. It's just the kind of challenge I love!*"

Lauda was forced to attack at the 'Ring as a result of his poor qualifying position on the grid. His efforts were amply rewarded as he climbed his way up through the pack. However, his lap times weren't as good as Prost's which leaves no doubt as to the Frenchman's superiority and will to win that day. On lap 1, Lauda was in 9th position, lap 3, 6th, lap 45, 5th (when Tambay pulled out) and he finished the race 4th as Warwick retired. Nice work, but his lap times are there to prove our point. Prost was out for the kill! On lap 3, there was a 9.01s gap between the two McLaren drivers, on lap 7, it had risen to 12.61s and by lap 18 it was 22.28s. Thereafter the gap widened constantly following Lauda's wheel-locking, tyre-spotting escapade, with a 39.31s difference on lap 23, 41.90s on lap 28, 44.70s on lap 37 and so on. The only way he was going to finish in the points was if the front-runners dropped out, as happens only too often in F1 racing.

Tambay had a magnificent race and held on to his second position for all of 42 laps. But, as luck would have it - "*My tyres were perfect, there was no trouble with the brakes, the engine was just fine, nothing could have been better. Then trouble struck when the ignition and injection systems cut off in all the left turns. I put it down to an electrical failure and made a lightning piststop to change the distributor plates — to no avail*". British driver Derek Warwick in the other Renault, started the race way down on the grid and he too suffered the same fate. He chased Piquet and caught him. He then put up a brilliant fight against Alboreto's attacks in the Ferrari. Then the exhaust went and with it the turbo pressure. Exit Warwick. It was a bad day for Lotus too. Mansell was on 4th row of the grid but got off late. He then had a majestic drive up to 6th place. By lap 7 he had moved from 20th to 14th position, on lap 16, he was 11th and on lap 39, 7th. By the time he had finally got to 6th position — and in the points — his engine decided it was time to blow thereby dashing his hopes. De Angelis was also forced to pull out, with turbo failure, so it was definitely a bad day for the Ducarouge team.

The sun made an effort for race day, but whatever happened to the 250,000 spectators who used to come to the old'Ring?

Mission accomplished for Prost. He held onto his lead from start to finish and climbed up the rostrum steps for his sixth win of the season.

Patrese was luckier. At the end of the day, he found himself with an extra point thanks to the reliable Alfa Romeo - "*We signalled him to let up at least 30 laps before the end,*" explained Marmirolli. "*His championship point is a happy bonus*". Cheever, however had fuel pressure problems, as a result of overcooling the fuel before the start. For many, the European GP was hard on fuel economy. Patrese made it to the end but Piquet didn't and neither did Alboreto! The pair of them were thinking more of waging war than petrol consumption. They even managed to throw in a few lap records while they were at it. How could they resist the temptation of the dash-board control-knob? As the chequered flag came down, both drivers had to coax their cars across the finishing line using their last drop of fuel, Alboreto just 1.1 second ahead of Piquet! They both roller-coasted to a halt and climbed out of their cars to congratulate Prost. "*You know something Alain,*" Piquet said, "*you're damn lucky, if there had been another lap Lauda would have finished 2nd*". Who can tel what the outcome would have been if Lauda hadn't spun. Baldi sure marked his come-back in a big way. Should the usually wary Lauda have anticipated the Italian's reactions better? Wasn't that the sort of thing which he normally would have avoided? Lauda didn't say anything to Mauro after the race. Perhaps he only had himself to blame.

PIQUET KICKS OFF

Nürburgring is a famous village. Just as Caracciola, Rosemeyer, Von Trips, Fangio, Hill, Clark, Stewart, Rindt, Ickx, Regazzoni are famous racing drivers. And you know what they were famous for. They were the kinds of drivers who would go out onto one of the most dangerous circuits in the world to take part in a 200 mile race in weather conditions where today's driver wouldn't even bother getting up.

The old 'Ring is still there. Over 14 miles long, 76 diabolical bends — most dating back to 1927 — the dozens of bumps the rutted surface and the pine trees on either side of the patchwork track all made for the German circuit's reputation. It had first come up for criticism as early on as 1971 from the F1 pack. From 1971-1976, the north curve underwent a face-lift in a bid to improve safety, at a cost of some 17 million Marks. 1976 brought an end to that, though, when Lauda crashed heavily into the guard rails. The world cham-

pion's life was seriously threatened in the fire that seemed to burn for a lifetime and in reality several hours. The F1 circus turned their backs on the Eifel range. Some say that it is a circuit for those with guts and others that it is no longer suitable for today's single seaters. But, was it really ever adapted to the Alfas, Ferraris, Gordinis, Auto-Unions, Mercedes and Maseratis that used to race there? Hardly. Consider for a moment the 'bomb' that Rosemayer had under him in 1936 — a turbo charged V16 cylinder engine with a swept volume of 6000 cc developing 520 bhp (!)... Nothing at that time was further from the engineers' minds than progressive accelerations, homogeneous weight distribution or motricity. Today the modern F1 gods will have nothing more to do with the old 'Ring. *"When you think about it, nothing here has changed since Caracciola, except that the pine-trees have grown"*, reminisced Stewart. By 1976, the time had come to admit defeat and build a new circuit. Various costly plans were submitted. Sports clubs, local politicians and the Federation were all interested — especially as there was no local industry or local attractions as such — they wanted to recreate the 'Ring. Once the final plans had been chosen, the heavy powerful German machine got down to work. 54 different companies were involved, there were 640 men working on site, 90 thousand tons of tarmac were brought in, 2 million cubic metres of earth were shifted, and 1 million square metres of green space was created. On May 12th 1984, the 'Ring was officially inaugurated as planned at a cost of some 81 million Marks — the original estimate.

The overall result is surprising. It is grandiose in some parts and yet disappointing in others. *"The Germans have tried to create something unique,"* explains Lauda. *"Who else would have dared invest so much money at a time of such obvious international recession? No other country in the world would have attempted such a colossal feat. The whole project has been geared towards optimum safety for the drivers and I'm conviced that they won't have to do any further work on it for the next 15 years. It's really stunning. The only complaint I have to make is that FISA and FOCA should try and change the date so that we have better weather conditions to race in."* Piquet agrees with Lauda - *"The circuit is varied, with a maximum of safety precautions. I'm as thrilled with this circuit as I was with the old one."* Rosberg - *"Obviously, it must be wonderful for the spectators, but for the drivers it's not an interesting circuit. It's easy putting in a good time, but extremely difficult do find those extra tenths of a second. I think that the trickiest part is the chicane behine the straight. On braking, you can't see the bend that follows."* Alliot - *"What I like about this circuit, is that you have the chance of really driving to the best of your ability and of the machine's. You don't have anything else to wory about. If you make a slip, you've got time to righten up and if you go off, the run-off areas are vast and green."* Vast appears to be the operative word according to Prost - *"It's a safe circuit, but too artificial. I don't really enjoy racing*

Would Lauda have got past Piquet and Alboreto on the line if he hadn't spun?

Ferrari put on a great show with Alboreto 2nd and Arnoux 5th.

Just look at those rear tyres at work! Patrese picked up a point for Alfa Romeo.

TIMED PRACTICE 1		TIMED PRACTICE 2	
Piquet	**1m 18.871s**	**De Angelis**	**1m 39.762s**
Prost	1m 19.175s	Lauda	1m 40.392s
Tambay	1m 19.499s	Prost	1m 40.693s
Rosberg	1m 20.652s	Mansell	1m 40.705s
Alboreto	1m 20.910s	Cheever	1m 41.285s
Arnoux	1m 21.180s	Patrese	1m 41.724s
Warwick	1m 21.571s	Alboreto	1m 41.878s
Mansell	1m 21.710s	De Cesaris	1m 42.352s
Patrese	1m 21.937s	Arnoux	1m 42'457s
T. Fabi	1m 22.206s	Ghinzani	1m 42.746s
Boutsen	1m 22.248s	Rosberg	1m 43.619s
Senna	1m 22.439s	Senna	1m 43.747s
Cheever	1m 22.525s	Johansson	1m 43.881s
Laffite	1m 22.613s	Piquet	1m 43.988
Lauda	1m 22.643s	Warwick	1m 44.289
Surer	1m 22.708s	Hesnault	1m 44.420s
De Cesaris	1m 23.034s	Boutsen	1m 44.642s
Berger	1m 23.116	Berger	1m 44'899s
Hesnault	1m 23.322m	T. Fabi	1m 45.075s
Ghinzani	1m 24.699s	Surer	1m 45.319s
Palmer	1m 25.050s	Baldi	1m 45.814s
Gartner	1m 26.156s	Gartner	1m 48.214s
De Angelis	1m 26.161	Palmer	1m 51.449s
Baldi	1m 28.137s	Alliot	1m 53.587s
Alliot	1m 30.259s		
Johansson	1m 41.178s		

STARTING GRID

Piquet
Brabham BMW BT 53
1m 18.871s

Tambay
Renault RE50
1m 19.499s

Alboreto
Ferrari 126 C4
1m 20.910s

Warwick
Renault RE50
1m 21.571s

Patrese
Alfa Romeo 184T
1m 21.937s

Boutsen
Arrows BMW A7
1m 22.238s

Cheever
Alfa Romeo 184T
1m 22.525s

Lauda
McLaren MP4B
1m 22.643s

De Cesaris
Ligier Renault JS23
1m 23.034s

Hesnault
Ligier Renault JS23
1m 23.322s

Palmer
RAM Hart 102
1m 25.050s

De Angelis
Lotus Renault 95T
1m 26.161s

Alliot
RAM Hart 102
1m 30.259s

Prost
McLaren MP 4B
1m 19.175s

Rosberg
Williams Honda FW09B
1m 20.652s

Arnoux
Ferrari 126C4
1m 21.180s

Mansell
Lotus Renault 95T
1m 21.710s

T. Fabi
Brabham BMW BT53
1m 22.206s

Senna
Toleman Hart TG184
1m 22.439s

Laffite
Williams Honda FW09B
1m 22.613s

Surer
Arrows BMW A7
1m 22.708s

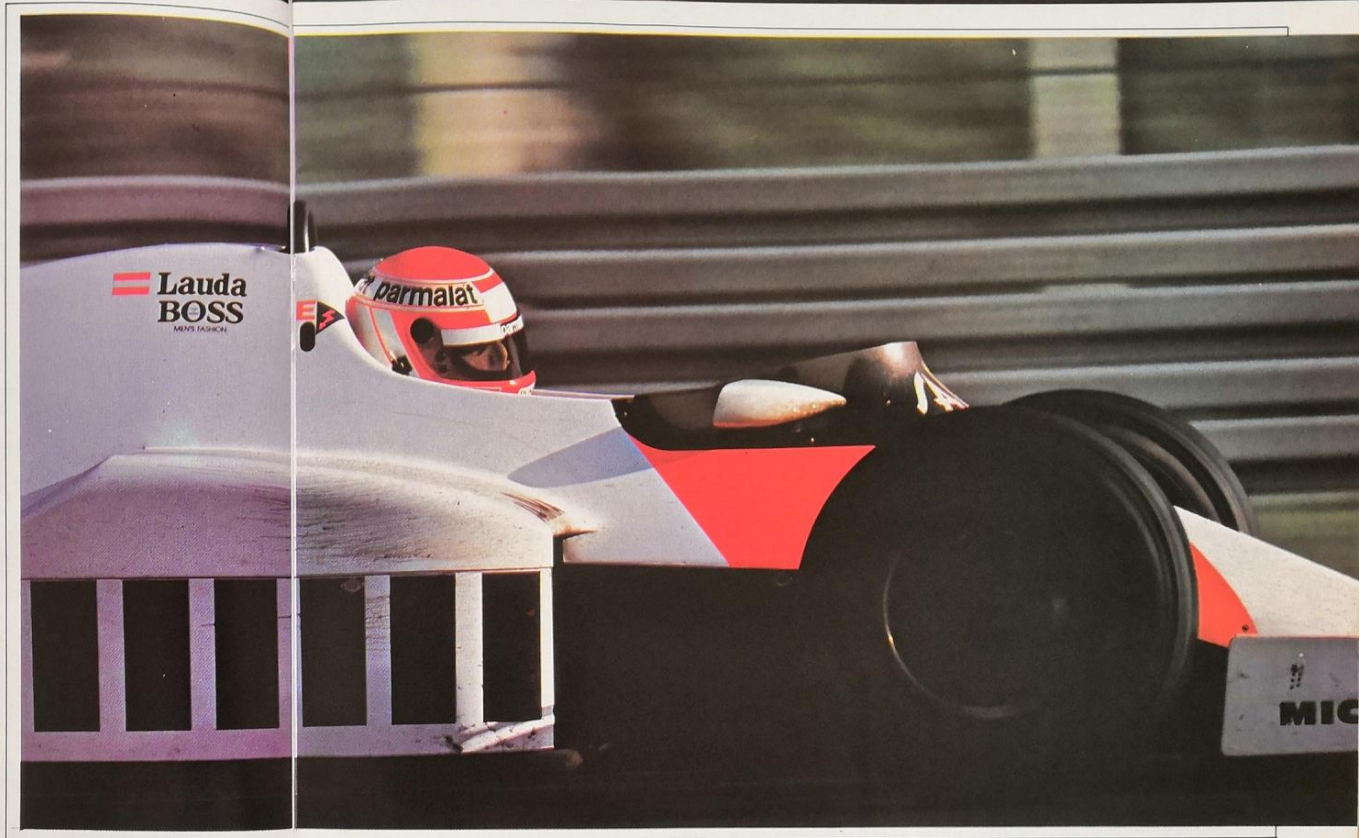
Berger
ATS BMW D7
1m 23.116s

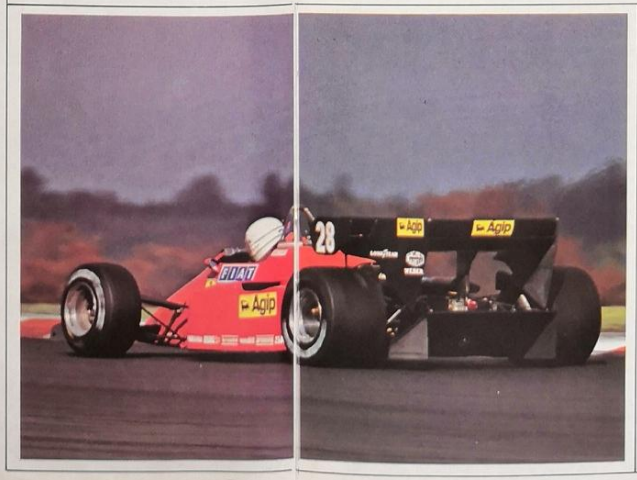
Ghinzani
Osella Alfa Turbo FA1
1m 24.699s

Gartner
Osella Alfa Turbo FA1
1m 26.156s

Baldi
Spirit Hart 101B
1m 28.137s

Johansson
Toleman Hart TG 184
1m 41.178s.





here very much. The spectators can't either — they're too far back from the track." Patrick Tambay points out that "This kind of fast circuit calls for continuous concentration at high speeds. There are no long straights to give you a break. It's just one turn after another. You've got to adapt your driving accordingly, keeping it smooth. The car has to be perfectly set-up.

Jacques Laffite and Niki Lauda are the only drivers left who have raced on the old 'Ring. In 1976, Niki had come to race with the championship lead tucked away safely under his belt with James Hunt hotfoot behind. For the 1984 European GP, history was repeating itself, except Niki's opposite number had a different name and was also his team-mate! For Niki today, the accident, the pain, the physical and mental fight back to life are all forgotten now. "I've come back to the 'Ring with no negative thoughts. That accident is best forgotten now. I don't think I would mind one way or the other if we were racing on the old circuit today." Niki has got one hell of a strong character and he too had come to the 'Ring to win, or at least to get Prost as far behind him as possible. "Of course, it's not going to be easy, I realise that, nothing must trouble me."

However, trouble reared its ugly head in the form of clouds and rain. As the first official practice session got under way, dark ominous clouds were making their way over from one side of the horizon to the other over the tops of the pine trees. A few drops fell, danger was imminent. In one big surge, practically all the drivers rushed out onto the track to qualify before the rain started. Quite a few were unlucky — Patrese had his turbo blow, ditto for Arnoux, and two went on de Cesaris' car. Hesnault had the usual problems with his Ligier — qualifying turbo or no, correct pressure or no, the V6 wasn't working properly. Guy Ligier, for once, was back to supervise, but he could find nothing wrong with the car. "We've been setting up the turbo pressure at 3.2/3.4, Renault are on 4., and yet we blow and they don't! It's difficult to win 3 seconds a lap because of the chassis alone!" The problem was finally traced back to the exhaust system being incompatible with the new Garrett turbos. Piquet and Tambay seemed to be the only smiling pair with nothing to complain about that day. 1m 18.871s for the Brazilian and 1m 19.499s for the Frenchman. Then the storm broke out and everyone was scuttling back to the pits. A quick look at the Longines monitor gave a few surprises — Lauda was 14th, Prost 24th, de Angelis 25th... Johansson closed the provisional starting grid order. Trouble had also come in the way of engine trouble for Lauda. The engine wasn't ticking over smoothly, nor was the spare car. Niki hadn't been able to put in many laps at the untimed practice session because his gearbox had blown and so he wasn't able to get the chassis set up. For Prost, it was even worse, a stone had found its way into a turbo. As the mechanics were otherwise occupied on Lauda's car, he had to wait — until 1.30 pm — which is when it began to pour down! De Angelis' turbo had gone on both his 95T Lotus and the spare one. "I can't remember ever having had such changing weather during qualifying, "he said," It's ten minutes of torrential rain, followed by the automatic-drying-contingent composed of Lauda, Arnoux and Johansson out in their wet tyres. They get the water off the track and then the sun comes out for ten minutes to finish it off." At 1.42 pm, Prost was out in quest for a better position on the grid. 1m 19.175s. Piquet and his super-BMW stay on pole. Too bad. Lauda's dropped to 15th position. During the second session, Rosberg managed to better his time, but he left a connecting rod somewhere on the circuit. With only one official timed session left, it was time to play fast and well. "In this region," explained Tambay, "the weather can change within a couple of seconds. You have to make the best of the interludes between the showers, there's always the possibility that it will get worse. I'm sure that if we hadn't all dashed out onto the track at the same time. I would have been on pole. All I had to do was get rid of the slight understeer that had been bothering me since this morning." Prost was contemplating Niki's 15th place — his engine still wasn't running well. "I've come here to increase my chances of winning the title. I want to be in for the count at Estoril. I have to either win or finish second to close the gap. If Lauda finishes in the points, it's going to be difficult. That's why I wanted pole position. I believe that all the cars are equal on this circuit. A reliable engine is all that's needed. Unless... you know that McLaren already have both the constructors' and drivers' titles for this year. They are more worried about next year's season than the two remaining GPs!"

No licence for Fabre

Spirit were hoping to enter a second car at the Nürburgring and Estoril GPs for French driver, Pascal Fabre. Although, at 24, Fabre has never really made the headlines, he has been consistently working his way up the ropes of racing and has reached the gateway to Formula 1. He was hoping to race at the Ring, but the rules and regulations of the sport decided otherwise.

The F 1 commission that grants superlicences declared that Fabre's racing record was insufficient for him to join their elitist club.

He was just another name out of hundreds to them. *'In 1981, I was the French F 3 runner-up, behind Ferté'* he told us, *'and during the 1982 and 1984 seasons I competed in the European F 3 and F 2 championships. I finished eight races in the top five'.* According to the rules, he needed ten results in the top six...

It was a bitter disappointment for Pascal, who felt that the rules were unfair and ambiguous. Even if the car he was to have for the two races was not all that competitive, Fabre was expecting a favourable outcome from these meetings, if only to give him a leg up. *'For me, this meeting was to be the decisive point in my career,'*, he continued. *'This chance I had of getting into F 1 seemed too good to be true. It was just the break I needed. I had been in touch with Toleman, but no luck. I have high hopes for Spirit, especially as they should have a decent-sized budget for next year for a competitive car equipped with the electronically injected Hart engine.'* He's not the only person wanting a Hart. The British designer won't be able to satisfy everyone. Who'll get first choice ? — the first one in with the cash probably...

That leaves Baldi as the lone-runner for Spirit. The second Spirit wouldn't have raced at the Ring anyway as it hadn't been entered in time.

It's not an easy life for young hopeful drivers. Nor, for that matter, is it for small artisan constructors.

SATURDAY STATUS QUO

It rained. It poured down during both untimed and timed practice. There wasn't much point in going out to damage the car. Tambay went out and locked his rear wheels as his carbon-fibre discs hadn't reached the ideal working temperature and headed into the guard rail. Boutsen and Hesnault tangled, no damage done, but it's impossible to say just how many spins there were. Prost, Berger, Fabi, Alboreto, Piquet, Surer, to mention but a few, all spun. Lauda and de Angelis were driving hard — they had to better their times, likewise for de Cesaris, Laffite and Cheever — who had equipped his visor with a curious anti-water-projection propellor. That practice session was only useful in getting the car perfectly balanced in case it rained on race day.

There was no hope of improving during the afternoon session. Lauda and de Angelis were out for the kill, rain or no rain. Rosberg also went out in the Honda but he wasn't able to improve his time either as he was handicapped by his chassis understeering and by the brutal reactions of the Japanese engine on the water-logged track.

The main topic of Saturday evening was the weather for the race. They all knew what they preferred — rain for Arnoux, the Ferrari was behaving better. Rain for the Lotuses and Alfas too, less speed, less fuel, for the thirsty engines. Prost was hoping for a dry race. "Yes, it's true, I don't particularly enjoy driving in the rain. Not only do I not like the rain, but my engine loses some of its flexibility. When I went out today, I kept saying to myself, I hope the sun comes out tomorrow! Niki's start on the 8th row will be tricky for him, he's got to get away quickly, and will have to be doubly wary of colliding. I've had more than my share of bad luck this season, I reckon it's Niki's turn now."

Another complaint the drivers made concerning the circuit, was the lack of safe overtaking areas and the slippery nature of the track as soon as a few drops of rain fell. Lauda was well aware of those risks and the trouble he was going to have working his way out of the mid-field pack to join the leaders as quickly as possible. "There are only two possible overtaking places," said Tambay, "and they're not exactly safe either. The straight is too short to let you out-accelerate anyone and there aren't any really hard braking areas. It's a shame that the old 'Ring is well and truly dead now". ■

The race

Showers on Friday, downpours the whole of Saturday and, lo and behold, the sun shone on Sunday! Some driver must have done a lot of praying. It's not exactly spring, there are a few little clouds for the sun to hide behind from time to time. There is a biting wind to remind you that winter is on its way. The spectators seem to have come in vast numbers and are patiently waiting in the grandstands from where they get a good view of the circuit. Some of the stands, further away from the track are virtually empty, and at the end of the day, only 60,000 people had paid to see the European Grand Prix.

2.30 pm. They're off. Piquet and Prost are the men to watch, not forgetting Lauda and de Angelis further down the grid. As usual. Piquet was off to a slow start. Prost

10 LAPS

Prost 14m 22.813s; Tambay 4.675s; Piquet 7.564s; Warwick 13.189s; Alboreto 13.813s; Lauda 14.308s; Arnoux 19.825s; Patrese 23.090s; de Angelis 23.425s; Cheever 25.412s; Boutsen 26.880s; de Cesaris 29.995s; Johansson 30.799s; Mansell 43.934s; Hesnault 45.714s; Laffite 45.873s; Gartner 1m 05.042s; Palmer 1m 06.595s; Alliot 1 lap; Fabi 1 lap.

got off quickest with Tambay alongside. Mansell completely mistimed his start and dropped right back to 20th position amidst the throng of the pack. As they got to the first turn, it was Prost and Tambay, neck and neck. Prost went through first and they all settled down behind into single file. Tambay was close on his heels, followed by Piquet, Cheever, Alboreto and Arnoux. Back behind it was chaos. Senna explains what happened — "Cheever braked hard and inorder to avoid his clipping me, I changed my line, and in doing so I tangled with Rosberg". It's bad news — the Toleman and the Williams also pulled Berger in the ATS, Surer in the Arrows, Ghinzani in the Osella and Fabi in the Brabham down with them! Fabi was the only lucky one who managed to get away.

way up, with a dash of "*Lauda all-spice*". At the end of the 1 st lap, he had already worked his way up from 15th place on the grid to 9th position! He didn't have much option, Prost was out in front and wasn't going to let go of his lead. By the end of the 2nd lap, Lauda was up to 8th place and about to move into 7th while Prost already had a 2.52s lead on Tambay and by lap 6it had grown to 4.22s and on lap 13, there were 7.13s between them. Behind, Warwick and Alboreto were having difficulties keeping up with the pace set by the leader. Suddenly, in the Ferrari's mirror, Lauda's nose was drawing nearer. By that time, Lauda had nicked Patrese's 7th position on the 3rd lap and had just got by Arnoux to get into 5th on lap 6. Not bad. However, catching Alboreto called for some even harder driving. He had a lot of lost ground to make up for and he had to get past the Ferarri comfortably tucked in behind, Warwick in the Renault. On lap 8, Lauda was ready for the Ferrari kill, but Alboreto wasn't going to give up without putting up a fight to save his honour. By then he had got on top of Warwick, so Lauda let up the pressure a little to watch what was happening in front of him — that sly fox. Warwick wasn't to be outdone either, and so the trio continued until, on lap 21, a lagger was sighted up ahead. Mauro Baldi. Warwick took him about 50 yards before the turn, Alboreto likewise with some outbraking and Lauda was set to take him on the inside. Lauda or no Lauda, the Spirit wasn't going to budge and hit the apex at the instant the McLaren was about to. Lauda had no choice. He locked his wheels hard to avoid crashing into Baldi and spun. A miracle saved him from stalling and going off the track — he kept his 6th position, but was 39.31s off-target No 1 — Monsieur Prost. Up front the Frenchman was setting one lap record after another, 1m 24.982s on lap 5, 1m 24.257s on lap 13. He left Tambay trailing, building up his cushion form 7.13s, do 8.63s, to 13.52s on lap 24.

Back to Lauda, his untimely spin sent him straight into de Angelis' claws but, as fate would have it, the Lotus' turbo blew which left Lauda a lone-runner, his prime objective still being to get Prost. It was going to need more than a second miracle.

De Angelis was out of the running and behind the red and white McLaren, a furious threesome made up of Arnoux, Patrese and Cheever were fighting it out amongst themselves. They were soon joined by Mansell who had managed to work his way up after his bad start. The Englishman put on a superb show in the Lotus, he got round Cheever on lap 30, Patrese on lap 33 and was then baulked by Arnoux' Ferrari. A choice morsel which Nigel had 6 laps to savour. The Alfas had dropped back a bit.

Prost, in the meantime, was still whizzing round the track on his lonesome ownsome and even broke his own lap record for good measure with 1m 24.182s on lap 30. His lead on Tambay was widening further — 15.92s, 16.94s, 17.76s, 18.05. Did he really have to take the risks he did? After all, they'd only got to the half-way stage by then. Trouble struck Tambay on lap 39 in spasms. Piquet got behind him to attack, let him go and then came up for a second attempt. Tambay had no alternative but to let him by, his engine was in trouble. On lap 43, the Brabham was 2nd and the Renault pulled out on the 44th lap. Prost was still hard at work keeping those seconds coming in between himself and the Warwick/Alboreto duo, 34.68s, and second-man Piquet was 30.37s behind. Tambay had made a lightening pitstop, went out for two more laps and then retired. So, Lauda was in the points with 2 to his credit! There wasn't much that Prost could do at that point, so he eased up a little on the throttle. Engine reliability then became the deciding factor of the outcome. Lauda

30 LAPS

Prost 42m 41.188s; Tambay 15.818s; Piquet 19.292s; Warwick 33.154s; Alboreto 33.727s; Lauda 43.710s; Arnoux 59.062s; Patrese 59.840s; Mansell 1m 00.590s; Cheever 1m 02.040s; de Cesaris 1m 14.541s; Boutsen 1 lap; Hesnault 1 lap; Baldi 1 lap; Gartner 1 lap, Fabi 1 lap; Palmer 2 laps; Alliot 2 laps; Laffite 3 laps.

was still in with a good chance, and he grabbed it! On lap 48, he set a new lap record — 1m 23.729s only to have it beaten, rather surprisingly, by Alboreto in 1m 23.309s. What was the reason behind that? Michele had sighted Warwick up front in difficulty — an exhaust seal had blown causing turbo pressure failure. The Ferrari zipped by easily. So did Lauda — and 3 points were his. Alboreto also noticed that Piquet was letting up — tyres? No, fuel. The Brabham had slowed down to a 1m 28/1m 29s lap average. The two men had a terrific fight, but Piquet's tank was empty and he had to give in. It was too late for any manœuvering. Just as the Ferrari drew alongside, it too suffered the same fate — out of fuel! What an incredible coincidence, and within just yards of the finish line! They both roller coasted past the che-

50 LAPS

Prost 1 hour 10m 59.464s; Piquet 28.870s; Alboreto 35.910s; Warwick 38.916s; Lauda 40.005s; Mansell 1m 04.842s; Arnoux 1m 07.925s; Patrese 1 lap; de Cesaris 1 lap; Boutsen 1 lap; Fabi 2 laps; Hesnault 2 laps; Baldi 2 laps; Gartner 2 laps; Tambay 3 laps.

quered flag and came to a halt just after the pits. They climbed out of their cars to wait for the driver in the No 7 McLaren to offer their congratulations and a warm hand-shake.

RETIREMENTS

Lap 1: **Rosberg**, accident; **Senna**, accident; **Berger**, accident; **Ghinzani**, accident; **Surer**, accident; lap 18: **Johansson**, water pump; lap 26: **de Angelis**, engine; lap 28: **Laffite**, engine; lap 36: **Palmer**, engine; lap 38: **Alliot**, turbo; **Cheever**, fuel pressure; lap 48: **Tambay**, fuel supply; lap 52: **Mansell**, engine; lap 58: **T. Fabi**, gearbox; lap 61: **Warwick**, exhaust (classified).

FASTEST RACE LAPS

Lap 4: Prost (McLaren) 1m 25.287s (191.719 kph/199.8 mph).
Lap 30: Prost (McLaren) 1m 24.182s (194.236 kph/121.3 mph).
Lap 51: Alboreto (Ferrari) 1m 23.309s (196.271 kph/122.6 mph).
Lap 62: Piquet (Brabham) 1m 23.146s (196.656 kph/122.9 mph).

RESULTS

1. PROST (McLaren MP4 B) 67 laps or 303.31 km (190.1 m) in 1 hour 35m 13.284s at an average speed of 191.751 kph (119.8 mph); 2. Alboreto (Ferrari) 23.911s; 3. Piquet (Brabham BMW) 24.922s; 4. Lauda (McLaren) 43.086s; 5. Arnoux (Ferrari) 1m 01.430s; 6. Patrese (Alfa Romeo) 1 lap; 7. de Cesaris (Ligier Renault) 2 laps; 8. Baldi (Spirit Hart) 2 laps; 9. Boutsen (Arrows BMW) 3 laps; 10. Hesnault (Ligier Renault) 3 laps; 11. Warwick (Renault) 6 laps; 12. Gartner (Osella Alfa Romeo) 7 laps.
Fastest lap: Piquet (Brabham BMW BT53) 1m 23.146s at an average speed of 196,656 kph (122.9 mph).

DRIVER'S WORLD CHAMPIONSHIP POINTS

After the following GPs: Brazil, South Africa, Belgium, San Marino, France, Monaco, Canada, Detroit, Dallas, Great Britain, Germany, Austria, Holland, Italy and Europe.
1. LAUDA 66 points; 2 Prost 62 1/2 points; 3 de Angelis 29 1/2 points; 4. Piquet 28 1/2 points; 5. Alboreto 27 points; 6. Arnoux 26 1/2 points; 7. Warwick 23 points; 8. Rosberg 20 points; 9. Mansell 13 points; 10. Tambay 10 points; 11. Senna, T. Fabi and Patrese 8 points; 14. Laffite 4 points; 15. Cheever, Boutsen, Johansson 3 points; 18. de Cesaris, Ghinzani and Gartner 2 points; 21. Surer and Berger 1 point.
Next and final round: Portuguese GP (Estoril) October 21.

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

1. McLAREN 127 1/2; 2. Ferari 53 1/2; 3. Lotus 42 1/2; 4. Brabham 36; 5. Renault 33; 6. Williams 24; 7. Toleman and Alfa Romeo 11; 9. Arrows and Osella 4; 11. Ligier 2; 12. ATS 1 point.

F.1 : EUROPEAN G.P.

grid	1	7	15	6	27	28	16	12	22	2	18	19	23	5	8	17	26	31	25	24	10	30	11	21	9	20
posit / laps	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
1	7	15	1	16	27	28	22	23	8	18	11	25	26	20	10	30	21	9	5	12	2					
2	7	15	1	16	27	28	22	8	23	11	18	26	20	25	10	30	21	5	12	9	2					
3	7	15	1	16	27	28	8	22	23	11	18	26	20	25	10	30	12	21	5	9	2					
4	7	15	1	16	27	28	8	22	23	11	18	26	20	25	12	10	30	5	21	9	2					
5	7	15	1	16	27	8	28	22	23	11	18	26	20	25	12	5	10	30	21	9	2					
6	7	15	1	16	27	8	28	22	23	11	18	26	20	25	12	5	10	30	21	9	2					
7	7	15	1	16	27	8	28	22	23	11	18	26	20	12	25	5	10	30	21	9	2					
8	7	15	1	16	27	8	28	22	23	11	18	26	20	12	25	5	10	30	21	9	2					
9	7	15	1	16	27	8	28	22	23	11	18	26	20	12	25	5	30	21	10	9	2					
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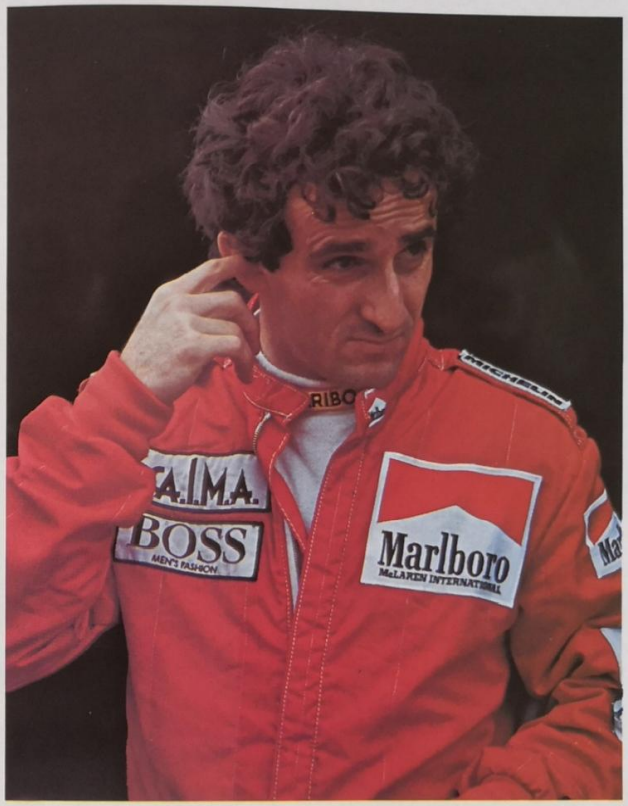
■ starting grid position
□ on leader's lap
▨ 1 lap behind leader
▩ pitstop
■ retired



EUROPEAN GRAND PRIX

15 th round in the Wolrd Championship
403rd Championship Grand Prix
Date : **October 7th, 1984**
Circuit : **Nürburgring**
Race length : **4 542 km (2.83 miles)**
Race distance : **67laps, 304 314 km (190 196 miles)**
Weather : **sunny with cold winds**
Attendance : **60 000**
Practice : **26 ;** qualified : **26 ;** starters : **26 ;** finishers : **11 ;** classified : **11.**

RESULTS

1. Prost (McLaren MP4-2) 67 laps, 304.314 km (190.196 miles) in 1 hour 3m 13.284s at an average speed of 191.751 kph (119.844 mph).

2.	Alboreto	Ferrari 126 C4	23.911s
3.	Piquet	Brabham BMW BT53	24.922s
4.	Lauda	McLaren MP4-2	43.086s
5.	Arnoux	Ferrari 126 C4	1m 01.430s
6.	Patrese	Alfa Romeo 184T	1 lap
7.	De Cesaris	Ligier Renault JS23	2 laps
8.	Baldi	Spirit Hart 101B	2 laps
9.	Boutsen	Arrows BMW A7	3 laps
10.	Hesnault	Ligier Renault JS23	3 laps
11.	Warwick	Renault RE50	6 laps

Lap record : Piquet (Brabham BMW BT53) in 1m 23.146s (at an average speed of 196.656 kph (122.91 mph).

PITSTOPS AND RETIREMENTS

Pile up on lap 1 involving Rosberg, Senna, Surer, Ghinzani, Berger and Fabi. Fabi continued, the others retired. **Boutsen :** pit stop lap 14, rear tyres. **Johansson :** retired lap 18, water pump. **De Angelis :** retired lap 26, turbo failure. **Laffite :** retired lap 28, engine. **Palmer :** retired lap 36, engine. **Cheever :** retired lap 38, fuel pressure. **Alliot :** retired lap 38, turbo failure. **Tambay :** pit stop lap 46, ignition/injection. **Tambay :** retired lap 48, ignition/injection. **Mansell :** retired lap 52, engine. **Fabi :** Retired lap 58, gearbox. **Gartner :** retired lap 61. **Warwick :** retired lap 62, intercooler. **Boutsen :** retired lap 65, electrical failure.

PREVIOUS WINNER

1983 : Piquet (Brabham BT52) at Brands Hatch.

RACE LEADER

PROST : Laps 1 - 67

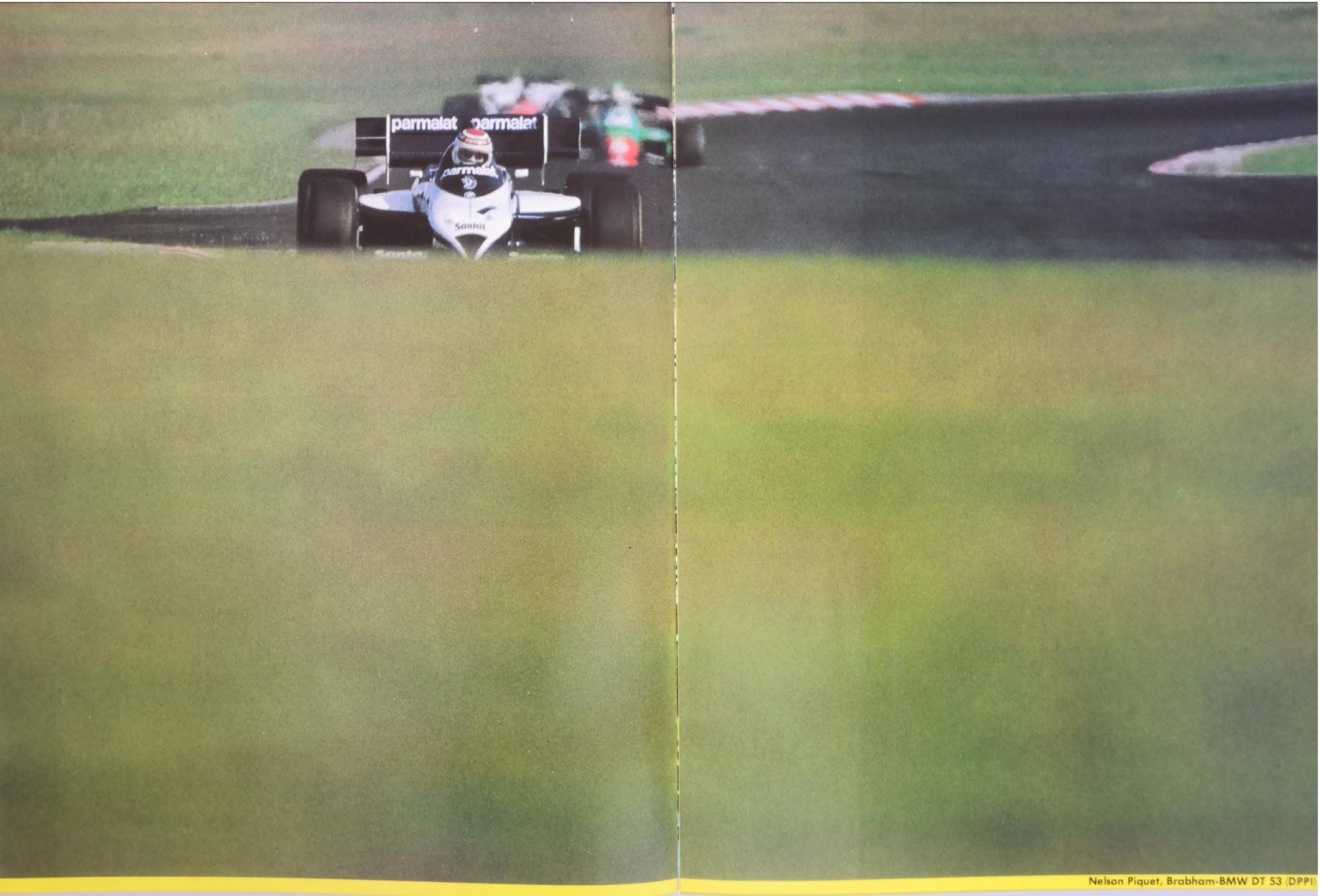
THEIR FASTEST LAPS

Piquet	1m23.146	Laffite	1m25.687
Alboreto	1m23.146	De Angelis	1m25.836
Lauda	1m23.729	Boutsen	1m25.908
Mansell	1m23.978	De Cesaris	1m26.378
Arnoux	1m24.169	Baldi	1m26.680
Prost	1m24.182	Johansson	1m26.943
Warwick	1m24.211	Gartner	1m28.249
Tambay	1m24.671	Hesnault	1m28.276
Fabi T.	1m24.814	Palmer	1m30.415
Cheever	1m25.512	Alliot	1m30.480
Patrese	1m25.644		

EXTRA ! EXTRA !

The European Grand Prix took place on the new Nürburgring circuit.
Both the Renaults were fitted with carbon fibre SEP brakes.
Baldi is back with the Spirit Team.
Winkelhock is out - Berger gets the ATS.
A JS23 type B for de Cesaris with push rod suspension and large air-air intercoolers.
Ferrari will only enter 126 C4 type M2s.
New chassis for Laffite.

DRIVERS	TEAMS	CONSTRUCTORS	PRACTICE	
1. Piquet	Parmalat Brabham	Brabham BMW BT53/4 (T: 53/3)	**1m18.871**	1m43.988
2. Fabi T.	Parmalat Brabham	Brabham BMW BT53/5	**1m22.206**	1m45.075
5. Laffite	TAG Williams Racing Team	Williams Honda FW09B/6	**1m22.613**	
6. Rosberg	TAG Williams Racing Team	Williams Honda FW09B/5 (T: FW09B/1)	**1m20.652**	1m43.619
7. Prost	McLaren International	McLaren MP4-2/2 (T: MP4-2-3)	**1m19.175**	1m40.693
8. Lauda	McLaren International	McLaren MP4-2/1	**1m22.643**	1m40.392
9. Alliot	RAM Grand Prix Ltd	RAM Hart 02/3	**1m30.259**	1m53.587
10. Palmer	RAM Grand Prix Ltd	RAM Hart 02/2	**1m25.050**	1m51.449
11. de Angelis	John Player Team Lotus	Lotus Renault 95T/3 (T: 95T/4)	**1m26.161**	1m39.762
12. Mansell	John Player Team Lotus	Lotus Renault 95T/2	**1m21.710**	1m40.705
15. Tambay	Equipe Renault Elf	Renault RE50/2 (T: RE50/9)	**1m 19.499s**	
16. Warwick	Equipe Renault Elf	Renault RE50/B	**1m21.571**	1m44.289
17. Surer	Arrows Racing Team Ltd	Arrows BMW A7/1 (T: A7/3)	**1m22.708**	1m44.319
18. Boutsen	Arrows Racing Team Ltd	Arrows BMW A7/4	**1m22.248**	1m44.642
19. Senna	Toleman	Toleman Hart TG18 4/6 (T: TG 184/3)	**1m22.439**	1m43.747
20. Johansson	Toleman	Toleman Hart TG18 4/4	**1m41.178**	1m43.881
21. Baldi	Spirit Ltd	Spirit Hart 101B/2 (T: 101B/3)	**1m28.137**	1m45.814
22. Patrese	Benetton Euroracing	Alfa Romeo 184T/2 (T: 184T/1)	**1m21.937**	1m41.724
23. Cheever	Benetton Euroracing	Alfa Romeo 184T/3	**1m22.525**	1m41.285
24. Ghinzani	Osella Squadra Corse	Osella Alfa Turbo FA1F/F3 (T: FA1/F2)	**1m24.699**	1m42.746
25. de Cesaris	Ligier Loto Sport	Ligier Renault JS23/4 (T: JS23/1)	**1m23.034**	1m42.362
26. Hesnault	Ligier Loto Sport	Ligier Renault JS23/2	**1m23.322**	1m44.420
27. Alboreto	Ferrari SpA	Ferrari 126C4/M2/076 (T: 126C4/M2/074)	**1m20.910**	1m41.878
28. Arnoux	Ferrari SpA	Ferrari 126C4/M2/077	**1m21.180**	1m42.457
30. Gartner	Osella Squadra Corse	Osella Alfa Turbo FA1/F1	**1m26.156**	1m48.214
31. Berger	Team A.T.Sm	ATS BMX D7/2 (T: D7/1)	**1m23.116**	1m44.899



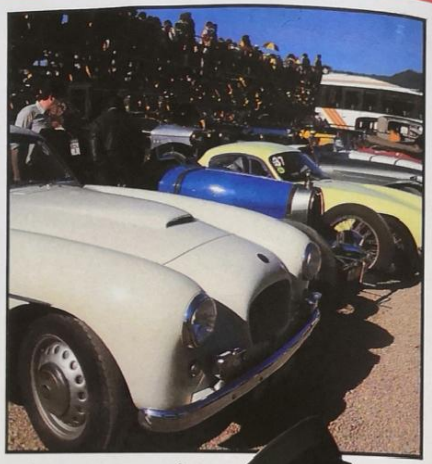
Nelson Piquet, Brabham-BMW DT 53 (DPPI)

POLE POSITION AND LAP RECORD : NELSON PIQUET TAK ES THIRD PLACE

Michele Alboretto, Ferrari 126 C4 (DPPI)

1 M.23.146 S. : JOINT LAP RECORD AND SECOND PLACE FO R ALBORETTO

Niki and Mansour...



oldies but goldies !

NÜRBURGRING

local and not so local colour !

1984's F1 circus family picture !

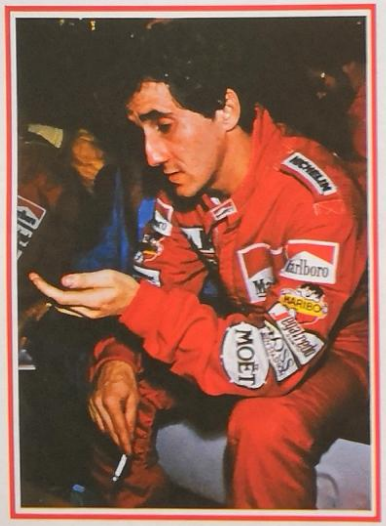
before...

ESTORIL

... during...

... and after.

THE DREAM IS OVER



PROST BELIEVED RIGHT UP UNTIL THE END THAT HE WOULD AT LAST BE GRATIFIED WITH THE WORLD CHAMPIONSHIP TITLE. HIS SEVENTH GP VICTORY OF THE SEASON WAS NOT ENOUGH — BY HALF A POINT...

by Patrick Camus

It must hurt really bad to lose a world title by a measly half a point. Especially when you have just scored your seventh victory of the season and the new world champion only managed five. But, that's how the cookie crumbles. Lauda was crowned world champion for the third time in his career after a superb drive. Prost takes the title of fastest driver. Apparently you can't do anything against the points system even if you are the fastest.

The chequered flag came down. Prost's helmet looks skywards briefly. Was he going to wave his arms as he had done for each of his six other wins? No. He made a very faint gesture with his hand to thank the track marshalls. For them, there's no two ways about it, the Estoril winner was Prost. Lauda crossed the line 13 seconds later and let rip his happiness and waved all the more exhuberantly when Piquet came up alongside of him. They two friends were visibly overjoyed as they looked at each other through their visas and gesticulated wildly.

The ex-world champion and his successor. The Austrian shook the magnum of champagne as he had never shook one in his life. He was in peals of laughter on the podium. His wife was kissing him, *'It's incredible, I can't believe it'*, she yelled for all those to hear. *'I hate racing, I hate it even more now than before.'* Before the accident she meant.

Marlene hadn't been to a single circuit since the Silverstone GP in 1977. It was Niki who had asked her to come and see him race, just this once. Her husband won like an old master. He won in spite of his terrible accident which had scarred his body and soul.

Lauda began the race from the middle of the grid and moved his way up the field in his characteristic way, never taking unnecessary risks to get past his adversaries and never straining his engine until it was absolutely vital. Was his success the work of his lucky star or his strong force of character? The two pre-race days must undoubtedly have given him cause to worry and he told every one afterwards that *'It was the hardest race of my life. Even at the start, I was worried that I wouldn't finish. I pushed myself down further into the seat and said to myself that today, I had absolutely no excuse. I just had to do my best by achieving the impossible'.* And he did, right under our noses — on laps 25-27 when he chased the Johansson/Alboreto duo, caught them, and then passed them. Rosberg and Senna didn't give him as much trouble. All that was left at that stage in the race, was for him to patiently await Mansell's retirement. *'By the time we'd got to lap 43, I knew there was no hope of me catching the Lotus. I drove hard, but the gap didn't close an inch. I tried all the tricks in the book. I took risks that I usually avoid and used full boost pressure. I was worried that the engine might blow or that I'd run out of fuel I'd been very demanding on my car.So I gave up on Mansell and let him go. I wasn't going to achieve anything by gaining a second a lap, apart from burn more fuel'.* He must have felt immensley relieved when he saw the Lotus slow down... *'I wasn't I don't remeber thinking anything in particular when I saw Mansell pull into the pits. Not the 6 points that I had just pocketed nor the title. I just concentrated on the board indicating the number of laps left to race. It was only when I got to the end that it suddenly dawned on me that Alain and I had just ended the '84 season in the best positions possible for our team.'* That was all.

On the second step of the rostrum, Prost was looking pale and drawn as the French national anthem was played over the air. He was visibly holding back the tears. He tried to force a smile, but he had a lump in his throat, and just could n't. Lauda bent down towards him and murmured something into his ear. Alain smiled. At last.

Was it a joke? No, his team-mate comforted him with *'You'll see. Next year we'll work even harder and closer together. We'll make our team even stronger than it is now.'* For Prost it was enough for him to keep those tears away tor good. He was the beaten winner of the day. Prost — *'Rosberg really surprised me at the start. I wasn't expecting him at all.I gave him some room as he was swerving and sliding his way through the turns. I has to play careful. He baulked me, but I wasn't worried. I knew that there was a thick wall, as it were, defending me from Lauda who was a long way back. I didn't have any problems in particular. I was informed from the pits as to Niki's exact position each time he moved up. When I found out that Mansell had retired, I knew that it was all over for me. It's all very well winning my seventh GP of the season -it proves my potential and the material's. But it's not a world title. I lost. Even though I lost by only half a point, I lost all the same.It could have been worse. I suppose.'*

Alain couldn't have done better than win.Lauda had put up a heartpounding fight and had made no mistakes. Nothing could have stopped his steady steamroller approach. The French have been roughly woken out of their dreams, they'll have to wait longer for their first world champion.

On Sunday evening, Monsour Ojjeh threw a colossal party in honour of Lauda and to help Prost forget. The next day they'd be getting down to preparing the 1985 season.

The Lauda/Prost duel was all the harder to watch in that there was no-one left to come between them. Piquet had spun on the opening lap and found himself last behind the whole pack. By dint of hard work, he picked his way up through the stream of cars ahead of him. On lap 1 he was 27th, lap 15, 20th, lap 40, 10th. By lap 63, he was in the points. He had done everything possible in his power. As for Mansell, he dived under Rosberg for 2nd at the start and stuck there for all he was worth until lap 51 when his hopes were dashed and consequentially Prost's — as a couple of pints of brake fluid leaked out from a caliper...

FRIDAY. PRACTICE IN THE CLOUDS

On Wednesday, Alain Prost, just like his pals, went round the new Estoril circuit in a private car. He had been to race at the circuit once during his Formula 3 championship days, back in 1977. Destiny wasn't kind to him that day and after only two laps, one of his wheels came off and put an end to that. During Thursday's two-hour unofficial practice session, Prost put in the fastest lap time with 1m 26.696s whereas Lauda couldn't get below the 1m 27s mark. Prost was perfectly aware of the fact that this was nothing to gloat over, but he was pleased all the same. Things had started out well for him and he was feeling great. He was even liking the still all-too-perfect circuit which he

Alliot in for the fight

Philippe Alliot shunted on Saturday morning and his mechanics had a hard job getting his car ready for the last qualifying session. He wasn't really surprised when he learned that he had the 27th time, and was therefore not qualified. The organisers relented a little, and together with a petition signed by all the drivers, the RAM was able to take its place on the last row of the grid.

Rosberg in front of Mansell, Prost, Piquet, etc. — but where's Lauda?

On the left, Prost's pits signalling. On the right Lauda's. No comment.

described as a *"mini Rio"*. He certainly looked on top of the world, cool, calm and collected, a change from the man we'd seen at most of the other GPs. Perhaps some of Lauda's notorious poise had rubbed off onto the Frenchman. Or perhaps it was his good lap time which he set on Thursday, or simply because it was the last round of the season. Or perhaps it could simply be put down to the fact that he had two red and white chassis both sporting his number — the number 7 — which as stipulated in his contract would be for him and not for Niki. Except in the case of an emergency, Lauda wouldn't be using the spare car, which for Prost was a psychological advantage. When everything is going as it should be, Prost is a happy man, except that he can't sleep... But that's got nothing to do with what's going on at the circuit. Prost has always suffered from insomnia during the pre-race qualifying sessions. The night before the race he's out like a light, whereas his opponents are often tossing and turning with endless films going through their heads. Didyou say he is complicated?

The night from Thursday to Friday was no exception to the 'Prostian' rule, but the rest had done him good. He also had a game of golf with his friend Jacques Laffite in the afternoon — nothing like a good game to relax and get away from the endless autographer hunters and photographers. Telephone calls from his more ardent fans are another problem he has to contend with, at all hours of the day or night. On Wednesday, Alain went to his room in the Hotel Sintra (alongside the track) and gave the switchboard operator strict instructions to not put any calls through to him, whatever the reason. At midnight, the phone began ringing... The following morning, Alain packed his bags and checked into a mini-bungalow complex near the links where Laffite was staying. With no phones in sight, it was heaven!...

Alain got up at 7 am on Friday morning and opened the curtains. *"Hell"*, he said, *"it's raining."* It was also foggy and windy! What had happened to the previous days' beautiful weather? The temperature had been in the nineties. The fog was so thick that the bridges were invisible and the grandstands looked more like ghost ships. The rain lashed against the window panes as strong gusts blew. The track was under four inches of water and the mud was pouring down the unfinished embankments. Prost drew the curtain back and felt like going back to bed. Was this a bad omen? It was enough to perturb his calm of the last few days. He gulped down his breakfast and went to the circuit. Naturally, the practice sessions had been postponed for an hour — until noon. By that time, the track was nowhere near dry, but the fog had disappeared.

Prost went out for four laps, *"It's not worth doing any more, the track is dry in some parts and completely flooded in others."* To prove his point, Hesnault, Arnoux, Alboreto, Patrese and Berger gave the spectators some spectacular displays. Even Lauda spun off as he

Rosberg, Mansell, Prost — the front runners at the beginning of the race.

Team by team

If you are expecting a long list of changes you'll be disappointed. This GP appeared to have been one too many for most of the teams present. They looked tired and drawn as autumn changes to winter. We will not be giving a detailed description of the teams present. Those offering noteworthy modifications only will be mentioned.

MCLAREN
As stipulated in both the McLaren drivers' contracts, it was Prost's turn for the spare chassis — if he needed it.

SPIRIT
The small but valiant British team had hoped to enter two drivers — Baldi and Rothengatter — but FISA refused saying that their second official application had arrived too late.

ATS
Berger, from Austria, has definitely replaced Winkelhock. Not only did he have two chassis, but he was also given No 14 — traditionally the German driver's number.

TOLEMAN
Johansson and Senna had identical cars with electronic injection 4 cylinder Hart engines.

WILLIAMS
Following the example set by Arrows, Osella and Toleman, Williams spared no expenses in repairing the damage caused during the opening lap at the 'Ring. Rosberg found himself at the wheel of a spanking new FW09/B.

BRABHAM
The only modification was the replacing of the American Heatco brakes by carbon fibre SEPs. The surprise came from the drivers' side. Teo Fabi was informed of his father's death and immediately left Estoril. Ecclestone had to choose between Bellof and Winkelhock to replace him. In the end, the boss made his choice and it was the ex-ATS driver who found himself on the track for the first timed session. A great chance for the talented out-of-work racing driver to prove himself!

LIGIER
De Cesaris was again given the responsibility of the new JS23 Type B for the second time running, whilst Hesnault had to content himself again with the old 23.

RENAULT
The Renault-Elf team made their entry on the Estoril circuit as announced, their ranks swollen with the six new team members: four mechanics, an engineer and a new driver, Philippe Streiff, for services rendered during private testing. It was also a perfect occasion to test the over-weight car which could always be re-used next year if need be. There were four chassis. RE50/02 for Tambay, 08 for Warwick and the 07 for Streiff, the 09 as spare car. In compliance with their agreement, it was Tambay's turn to use the electronic-engined car, but only during untimed practice.

braked at the hairpin. In the McLaren pits, an attempted invasion was taking place. The mechanics were putting up ropes to keep out all those wanting to get in and gawp. Ron Dennis looked stonily ahead as a little boy swept the concrete in front of him.

The race clerks decided to cut the untimed session to 30 minutes to make up for all the time that had been lost and start the afternoon session at 3.30 pm instead of 2.30. The wind had transformed itself into a light breeze, but the track was still splodged by dark damp patches. What was the best policy — to go out and qualify in soft rubber or go out in wet tyres to get the tracks dry? Some were in favour of the first and Prost and Lauda of the second. They had hardly got into the fifth minute when the red flag was being waved. Berger had crashed heavily into a guard rail and a stone had been thrown up by his wheels in the process, injuring a marshall. It took 30 minutes to evacuate the ATS and repair the damage caused to the safety structures.

So it was back to the pits for everyone and into 'qualies'. Just as the sound of the last of the pneumatic guns died out, the heavens opened and a short, but heavy shower, poured down.

At 3.35 pm, the guard rail was ready and practice was again underway on the water-logged circuit. The Longines monitor showed an astonishing provisional grid. Johansson, 1m 28.891s, Ghinzani 1m 31.336s, Gartner, 1m 33.540s and Hesnault, 1m 34.233s. Prost was tenth, Piquet 17th and Lauda hadn't been timed. Alain had had enough, and said so adding it was not worth continuing, *"Because I won't improve on my times anyway."* Ron Dennis motioned him to stay to see what Lauda thought. At that moment Lauda's time of 1m 42.282s flashed up — he was on wet tyres, which gave him the 18th time. A few minutes later, Mansell jumped in for the running at 1m 39.796s, then Alboreto in 1m 37.393s, followed by 1m 36.599s, and 1m 35.624s. Lauda and Piquet then made pitstops to fit slicks as the track was almost dry. The Brazilian then flew off in quest for his favourite pole position. He couldn't do better than 1m 31.172s, which gave him second fastest time, but he was baulked by a number of drivers still out in their wet tyres. Ron Dennis had been patient enough to wait for the track to dry out completely, and with only 300 seconds left he sent out Prost with a mission. Mission accomplished in 1m 28.276s — Johansson's best time had been beaten. Prost was set for a second flying lap, but he was called back in. Another set of slicks was waiting with 180 seconds to go... In its haste, the red and white car, sporting No 7, mistook its usual pitstop place and found itself in Lauda's. Too bad, this was urgent. The mechanics got down to business, and before you had time to blink, the Frenchman was off. Meanwhile, Lauda had come back to the pits in a last attempt to beat Prost. When he arrived, the engine cut, there was no one in sight to change his tyres. He undid his harness and got out of the car. It's impossible to say if he was

Lauda's progression through the field was something quite remarkable.

De Angelis, Alboreto and Johansson running their own races. Lauda waits.

Winkelhock was back in F 1 as replacement for Teo Fabi. Philippe Streiff was the newcomer.

TIMED PRACTICE 1		TIMED PRACTICE 2	
Prost	**1m 28.276s**	**Piquet**	**1m 21.703s**
De Angelis	1m 28.428s	Prost	1m 21.774s
Lauda	1m 28.837s	Senna	1m 21.936s
Johansson	1m 28.891s	Rosberg	1m 22.049s*
Tambay	1m 29.409s	De Angelis	1m 22.291s
Senna	1m 30.077s	Mansell	1m 22.319s
Piquet	1m 30.889s	Tambay	1m 22.583
Alboreto	1m 31.192s	Alboreto	1m 22.686s
Ghinzani	1m 31.336s	Warwick	1m 22.801s
Rosberg	1m 32.269s	Johansson	1m 22.942s
Boutsen	1m 32.530s	Lauda	1m 23.183s
Mansell	1m 32.986s	Patrese	1m 24.048s
De Cesaris	1m 33.398s	Streiff	1m 24.089s
Gartner	1m 34.540s	Cheever	1m 24.235s
Surer	1m 34.003s	Laffite	1m 24.437s
Hesnault	1m 34.233s	Surer	1m 24.688s
Cheever	1m 34.809s	Arnoux	1m 24.848s
Alliot	1m 34.939s	Boutsen	1m 25.115s
Warwick	1m 35.913s	Winkelhock	1m 25.289s
Baldi	1m 36.483s	De Cesaris	1m 26.082s
Arnoux	1m 36.634s	Hesnault	1m 26.701s
Patrese	1m 37.154s	Ghinzani	1m 26.840s
Streiff	1m 37.280s	Berger	1m 28.106s
Laffite	1m 39.696s	Gartner	1m 28.229s
Palmer	1m 40.344s	Baldi	1m 29.001s
Berger	1m 44.966s	Palmer	1m 29.397s
		Alliot	1m 30.406s

STARTING GRID

Piquet Brabham BMW BT 53 1m 21.703s	Prost McLaren MP 4/2 1m 21.774s
Senna Toleman Hart TG184 1m 21.936s	Rosberg Williams Honda FW09B 1m 22.049s
De Angelis Lotus Renault 95T 1m 22.291s	Mansell Lotus Renault 95T 1m 22.319s
Tambay Renault RE50 1m 22.583s	Alboreto Ferrari 126 C4 1m 22.686s
Warwick Renault RE50 1m 22.801s	Johansson Toleman Hart TG184 1m 22.942
Lauda McLaren MP4/2 1m 23.183s	Patrese Alfa Romeo 184T 1m 24.048s
Streiff Renault RE50 1m 24.089s	Cheever Alfa Romeo 184T 1m 24.235s
Laffite Williams Honda FW09B 1m 24.848s	Surer Arrows BMW A7 1m 25.115s
Winkelhock Brabham BT53 1m 25.289s	de Cesaris Ligier Renault JS23B 1m 26.082s
Hesnault Ligier Renault JS23 1m 26.701s	Ghinzani Osella Alfa Turbo FA1 1m 26.840s
Berger ATS BMW D7 1m 28.106s	Gartner Osella Alfa Turbo FA1 1m 28.229s
Baldi Spirit Hart 101B 1m 29.001s	Palmer Ram Hart 02 1m 29.397
Alliot* Ram Hart 02 1m 30.406s	

*Alliot failed to qualify but was admitted on a promoter's option as a result of a petition signed by all the drivers.

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furious, disappointed or whatever. The boss brought him back to reality, calling him as he himself began changing the wheels. Lauda looked down, but the boss' finger had the power of authority and the Austrian found himself out again for another lap. He came back to the pits looking dejected, to add insult to injury, de Angelis had beaten him at the line. At the end of the day, Johansson's time which he had set during the early afternoon, left him in good stead. 4th. As the other drivers made their pit-stops to get into 'qualies' and out onto the steadily drying track, they had another problem to deal with.

Rosberg went out with the firm intention of putting in a good time. His engine blew at the entry into the pit straight and roller-coasted to a halt some 600 yards on, leaving a neat trail of oil in its wake. Streiff arrived on the scene a minute later, he braked, spun and parked his car on the left side of the track, opposite the Williams. Then Tambay and Laffite hurtled round the corner. Tambay managed to squeeze by the two stationary cars, but Laffite hesitated. He braked and spun. His car was sent, tail-end first, heading straight for the Renault. There was nothing he could do and he crashed heavily. The French car could be repaired, but not the white Williams. Arnoux was on his flying lap, and pulled up in extremis before he hit a marshall collecting the bits of debris littering the track. The only thing to be done by everyone, was to forget this first practice session as best as they could, and pray that the sun come out the following day. The local weather report confirmed their hopes, and the track-cleaning people were left to do their duty.

SATURDAY, LAUDA BITES BACK

9.30 am. The wind had changed and was blowing out towards the sea, this time bringing a blue sky with it. Lauda came to say good morning to the members of his team. It had taken him just three minutes to drive there from his room at the Hotel Sinitra in his hired car. He hadn't been driving, but had been sitting in the passenger's seat next to an eccentric artist friend of is wearing a suede shirt, soft shoes, grey trousers and round leather-rimmed glasses. Lauda needs this friend of his, and he can be seen accompanying the Austrian driver at just about all the races. He is a man to be trusted, discreet and loves to drive Niki around in the throng of the crowds. Lauda hates driving on the open road. *"Too much traffic, too many signs to obey, too many laws: I only use my car when I have no other choice."* Today he has a Mercedes 500 SEC coupé and a Renault 9 in his garage to choose from. Before he had a Golf GTI and a Range Rover — which Marlene liked to use to drive the children through the Austrian mountains surrounding the little village of Hof. For obvious reasons, the Lauda family have settled in Ibiza, but whenever they want to get away from it all, they go back to their homeland where they have a farmer for neighbour, and no one to talk about F1 with. Nobody would ever dream of disturbing him there. The man behind the stony mask regrets that being in the public eye means having to isolate oneself. *"I don't enjoy it, but that's the only solution to have a bit of peace and quiet."*

The Austrian was there on the circuit on this, the last day of practice before the final round of the World Championship. This crown was the most coveted of his career. He looked as expressionless as ever. His team-mate and direct rival, Alain Prost arrived, he too dressed in his overalls. They both shook hands and looked up towards the sky. *"Pity it's not raining anymore,"* Niki said to Prost. Prost replied by digging his elbow into his rival and pretending to strangle him. They both laughed heartily and sincerely, the photographers, autograph hunters and onlookers lapping it up... Prost was looking relaxed, and Niki wandered off a little. It was time for the 90 minute practice session. Prost put in the 2nd fastest time, leaving the pole to the astonishing Senna in the even more astonishing Toleman. 15th fastest time for Lauda. His Porsche was not performing as well as it should. The mechanics changed all sorts of different parts at each pitstop, but to no avail. The car wasn't accelerating well, and top speed was 5 miles down on Prost's car.

Would Ron Dennis' team change the power unit during the 90-minute break? No, there wasn't enough time. Was he going to take the spare car? No, that weekend, it was Alain's turn,and he was using both chassis, and they had both been set up differently. One was fitted with the larger race-turbos, and the other with the smaller ones for qualifying. He hadn't made up his mind which one he was going to use.

Meanwhile, Niki was looking as stoical as ever as the others got into the second official practice session. He actually gives the impression that he doesn't care and has given up the fight.

At 1.05 pm, Piquet was back in true agressive style to obtain yet another pole position. He bettered his time by more than 6 seconds — 1m 21.790s. Senna also improved on his morning's performance and almost equalled his fellow countryman with 1m 21.988s. Prost and Lauda went out within seconds of each other. The Frenchman was third quickest with 1m 22.413s, which quickly became fourth as Mansell put in a good lap. Lauda was timed at 1m 25.464s and then wasn't seen for another five minutes when he came limping back to the pits. His beautiful car had been damaged in the dip. He'd been attacking hard in a bid to make up for the power that he was lacking. He had pushed too hard and braked too late. He learnt his lesson. He went out with a second set of tyres and put in a lap time of 1m 23.183s which hoisted him up to 7th position. At 1.35 pm, Lauda called it a day and everyone could sense his anger and frustration. It didn't show on his face — it never does, it's just the way he throws off his balaclava or asks his friend for a cigarette. Then he asks for a second one and then a third. Niki hasn't smoked in ages! We couldn't believe our eyes. He came over towards us, looking as though nothing was wrong, and stared up at the Longines monitor board.

No he wasn't waiting to see if Prost would get pole, but rather how many people would better his time, and send him further down the grid. Which is exactly what happened. Johansson, Alboreto, Warwick and Rosberg all bettered his time. The Finnish driver had achieved a remarkable performance, because barely three minutes previously, he wasn't even qualified as his race car engine had blown. He had walked back to the pits to get into the spare car, and in one fell swoop, he was on the second row! Lauda didn't care. He didn't care about the Prost/Piquet duel for pole either. The Brazilian had his 9th pole position of the season. The thing that was on Lauda's mind was that he was nine places behind Prost. He knew that it was going to be a cinch for the little Frenchman, whereas he was going to have to fight. *"Yes, I'm quite a long way behind Prost. It's not the first time that I have had difficulties in qualifying. The race is going to be a long one, and it'll probably be the hardest one of my career..."* was all he would say. Nothing about what was wrong with the car although *it* plagued him all morning *"it"* was the electronics

Pirelli rubber for Ligier

The Ligier/Pirelli union will be announced shortly. *"We're simply waiting for Renault to its agreement with Goodyear official, and then it will be our turn to publically officialise our 1985 customers,"* a spokesman from the Milan-based company declared. To all intents and purposes, the customers will be the same as in 1984 — all the minor teams that no one else wants — with Brabham and Ligier added to the list.

Balestre off to Monaco

On the Tuesday following the Portuguese GP, the FISA president was on his way to Monaco. He had been invited by the government for talks to solve the problems concerning their rally and the GP. Balestre would like to see the ACM follow the rule book as well as restore its moral and financial obligations — estimated at half a million French Francs.

Winkelhock at the double

On Thursday evening, Teo Fabi received a sinister phone call informing him that his father had just died from a stroke. Ecclestone, the sympathetic, as he can be, wasted no time in giving the young Italian the possibility of returning home. Piquet's team-mate found himself in the Parmalat jet at Lisbon about to take off. Once at Milan, he would be whisked off by helicopter to the family home.
Back at Estoril, things were not quite so straightforward. The Brabham team had already used up their driver-allowance of three per team. Piquet and the two Fabi brothers. The rules do not allow a fourth driver. The sporting officials, admitted that this was an exceptional case and Ecclestone had the choice of either Bellof or Winkelhock, the two German drivers. Manfred was reached late Thursday, and got to the circuit at noon the following day. He just made it in time to get his seat made to his requirements and on Saturday he was off and into the last qualifying session. ***"Bernie phoned me on Thursday at 9 pm. I couldn't get an earlier plane to Lisbon. It's a shame because I would have liked to have taken part during the two days of qualifying in this fantastic machine. It's just great. It does just what I want it to do. It's a big change from the ATS..."*** **in fact it is such a high performing car calling for high-rev driving skills that Manfred had quite a job pulling all that horsepower under control. Which explains his 19th position on the grid.** ***"The first problem I had was with the intercooler, but that was nothing — I was in a state of jitters in case I did something wrong, or broke something. You can go really far with this car. Bernie asked me why my times weren't better, and I told him the truth, that I was too tense and I had to concentrate too much to relax. It got so bad that I had cramps in my arms and legs at one point. You can't adapt yourself to driving a 'rocket' like that in no time at all. I was a happy man at the end of it all, because I put in 33 laps in just one day, which was more than all the laps I did in the ATS during the last three GPs."*** **Nice end of the year present for Winkelhock. An opening for a drive for next year? No.** ***"Everyone is expecting me at RAM for 1985, but I'm not keen in that their present sponsor, Skoal Bandit is going to leave them for Toleman next year. I haven't signed any contracts as yet."*** **Another possibility is with Arrows, where Surer will have to be replaced. A German backer, Wurst, has been found for Oliver's team, but Bellof is another likely candidate.**

that control the injection system. By the afternoon it had been forgotten. Another problem had cropped up — the main electric-circuit switch, a tiny white plastic box placed to the top of the fuel tank was playing up. With absolutely unbelievable patience, Niki waited until it was mended, seated at the wheel of his McLaren. Why wouldn't they give him the spare chassis, just so that he could go out in his 2nd set of 'qualies' as Prost had done on more than one occasion? If that wasn't enough, the engine gave out just as Lauda was about to better his time. For the French fans, there was hope that they were going to get their long awaited champion. Prost had the great advantage of starting from the first row. *"Yes, it's certainly a great advantage being on the front row,"* said Alain, *"a second advantage for me is that Niki will be on the 6th row. Obviously what's good for me is not good for him. That's luck for you. The fact that he has been encountering problems since Friday has helped me. I've got to make the most of it. Senna, Rosberg, the two Lotuses, the two Renaults and Alboreto will all be there between us. It's not an easy circuit for overtaking, and he'll have to take a great deal of risks to get past everyone. He's going to have a really tough time, I don't envy him at all. I know that he'll manage though, the question is whether he'll catch me. My problem is Piquet. I've got to stick to him or get off quicker. It's a bit like the European GP revisited. I'm depending on my team in the pits to inform me accurately as to Lauda's position on every lap. That's the all-important point."* Had Prost seen through Lauda's mask? *"Niki is a most extraordinary person. But he is a man with his qualities and failings. People forget all too easily, and all I ever hear is "psychological warfare", "responsibility" and so on. The important thing is to assimilate all that at the right time. I've been learning how for the past four years. Maybe he's only just found out here at Esteril."*
The Frenchman was still a long way from winning on Saturday evening. Piquet was in front on the grid — and was the key-man to the story. Imagine a leading trio made up of Prost/Piquet/Lauda. 9, 6 and 4 points. A missed gear or a slight hesitation or even the sudden loss of boost pressure and the Brabham drops back to third... handing the title over to Lauda. Prost won't hear such nonsense. *"You can think and suppose as much as you like. What I want is a straight fight. To be honest, I don't think that Nelson will be up to this kind of battle. At least I hope not! But there's nothing that I can do if they are friends. I would be disappointed if engine failure decided on the outcome of the race."*
Prost was feeling very confident. *"If you consider my qualifying times, nothing, it would seem,could stop me from winning or finishing second and gaining the world title. I'm as confident as at the 'Ring, nothing but an incident or mechanical failure can change all that now. That's all part of racing. I don't want to talk about winning. If I have to retire through engine failure, I will really be disappointed. So I'll just take it as it comes and keep calm. Whatever happens, I wish that everyone would remember just one thing — this is an important race for me, but not the most important. I've won 6 GPs to date, and perhaps I'll win another. Whether I'm world champion or not, I think I have fulfilled my McLaren contract amply. It's the third time that I'm in for the sprint to the crown. Why shouldn't I be in for a fourth?... It will be no dishonour if Niki beats me on Sunday..."*
Prost was able to sleep soundly on Saturday night, he was at peace with himself. The seeds of his destiny had been sewn, and all he had to do was to pursue his relentless path. ■

The race

The Lauda-Prost fight for the crown began during the early hours of Sunday morning. The Austrian driver put in the fastest lap during the warm-up and the Frenchman the second. However, danger was lurking and cast its evil eye on the McLaren sporting No 8. A water leak was sighted on the engine block — there was no other alternative but to change the whole power-unit for the race.
The problem of which tyres to fit was an equally tricky one for the two McLaren drivers. What was it to be? 010s all round or two hard 010s on the left wheels — the side which takes a tough beating on the Portuguese circuit — and two softer 05s for the other side? Tambay was the only Michelin driver who opted for four 010s. The McLaren men finally had the mixture

10 LAPS

Prost 14m 45.999s; Rosberg 6.353s; Mansell 6.676s; Senna 12.271s; Alboreto 13.589s; Warwick 15.082s; de Angelis 15.569s; Johansson 15.916s; Lauda 16.540s; Tambay 23.244s; Cheever 24.730s; Patrese 28.418s; Boutsen 29.877s; Winkelhock 30.662s; de Cesaris 34.843s; Arnoux 36.756s; Streiff 37.494s; Piquet 40.177s; Hesnault 46.977s; Berger 51.860s; Ghinzani 52.663s; Gartner 56.270s; Baldi 57.167s; Palmer 1 lap.

of both rubbers fitted.
The green light came on. Rosberg was away the quickest from his fourth position on the grid, and bolted off with the lead. Prost made a good start and darted ahead of pole-position man, Piquet. However, Mansell slipped in with some crafty dodging to take second. Further down the grid, Lauda dropped back from 11th to 12th position when Cheever got past. The Austrian was unperturbed, the race was going to be a long one and anything could happen. Piquet was the first to realise that the Portuguese GP was not to be his. He spun on the opening lap at the chicane just before the right hander leading into the stands straight. He managed to keep his Brabham on the track without stalling and he then undertook what can only be described as a 'sensational' race back up through the field.
Meanwhile, the leader, Rosberg didn't seem quite in control of his role as race leader. He slipped and skidded his way

20 LAPS

Prost 29m 05.089s; Mansell 25.895s; Senna 25.642s; Rosberg 27.642s; Alboreto 28.233s; Johansson 28.893s; Lauda 29.121s; Tambay 31.590s; de Angelis 32.818s; Cheever 47.461s; Patrese 51.662s; Boutsen 54.563s; Winkelhock 57.276s; de Cesaris 57.813s; Piquet 1m 00.895s; Warwick 1m 05.150s; Laffite 1m 08.477s; Streiff 1m 09.645s; Arnoux 1m 13.602s; Hesnault 1 lap; Berger 1 lap; Ghinzani 1 lap; Baldi 1 lap; Gartner 1 lap.

through the turns in his desperate bid to stay ahead. Prost was kept at bay. On lap 2, the white Japanese-powered car was 1.33s ahead, by the third lap, the gap had closed to 00.46s and by the fifth lap Prost was in a position to challenge the 'flying Finn'. However, as Prost had quickly realised, Rosberg wasn't going to just let him through and baulked the quicker Frenchman during the whole of that lap. Alain then decided to put the pressure on and attempted to brave his way round the outside of the white car. No good. He tried again the next time round at the same point. Rosberg was letting everyone know that he was still as determined as ever and Prost had to stay satisfied with his second position. He felt all the more uncomfortable in this unfamiliar role in that Mansell had closed the 2.86s

30 LAPS

Prost 43m 18.586s; Mansell 7.016s; Senna 40.866s; Rosberg 43.650s; Lauda 43.771s; Alboreto 47.745s; Tambay 54.054s; de Angelis 54.720s; Patrese 1m 12.722s; Winkelhock 1m 24.190s; Johansson 1 lap; de Cesaris 1 lap; Arnoux 1 lap; Piquet 1 lap; Hesnault 1 lap; Berger 1 lap; Ghinzani 1 lap; Baldi 1 lap; Warwick 1 lap; Gartner 1 lap; Streiff 1 lap; Laffite 2 laps.

gap that had been separating them and was now pointing his nose under the McLaren's engine. He too was ready to pounce into the first opening he spotted. The engine-to-nose trio continued for another lap in close formation. In a superb thrust, Prost finally succeeded in thwarting the Finn and flew off into the distance with the lead. Rosberg was not going to let Mansell get away with it like Alain. Mansell dived through at one point to find the door being slammed in his face by Rosberg — and hard! There was no love to be lost between them — and next year they'll be on the same team!... The black and gold car finally made it past three laps later — Mansell had worked hard to get into second position, he must have left quite a bit of rubber on the track in his desperate attempts to outbrake Rosberg. So, Prost was out leading the merry pack, with Mansell hanging on dearly to his second place 9.96s behind.
In the meanwhile, Lauda was still thread-

40 LAPS

Prost 57m 27.217s; Mansell 16.465s; Lauda 45.227s; Senna 45.227s; Alboreto 59.686s; Tambay 1m 12.610s; de Angelis 1m 03.610s; Rosberg 1 lap; Patrese 1 lap; Winkelhock 1 lap; de Cesaris 1 lap; Piquet 1 lap; Arnoux 1 lap; Warwick 1 lap; Berger 2 laps; Gartner 3 laps; Baldi 3 lap; Streiff 3 laps; Ghinzani 3 laps; Johansson 3 laps; Laffite 3 laps.

ing his way through the track in the midst of a thick mid-field pack, all as determined as each other. Possible future world champion or not, the Austrian would have to do battle like anyone else. On the opening lap, he was in 12th position, and by lap 3 he was 10th, with Johansson in front. The Toleman driver wasn't to be daunted and Lauda followed the superbly performing Johansson as the Swede pulled himself up to the de Angelis, Warwick, Alboreto group. Tambay fell back to 10th place from 8th which meant that Lauda was given a leg-up on the 12th lap, but, Prost was still way out in front with a 9.96s cushion on Mansell, 11.83s on Rosberg, and Lauda was some 22s down in 9th position. Matters were made all the more dicey by the fact that the tightly grouped bunch ahead of him was slowed down by Alboreto, held back by his tyres,

50 LAPS

Prost 1 hour 11m 32.750s; Mansell 17.996s; Lauda 47.426s; Senna 1m 10.946s; Alboreto 1 lap; de Angelis 1 lap; Tambay 1 lap; Patrese 1 lap; Winkelhock 1 lap; Piquet 1 lap; de Cesaris 1 lap; Arnoux 1 lap; Warwick 2 laps; Berger 2 laps; Johansson 2 laps; Streiff 2 lap; Gartner 2 laps; Baldi 2 laps; Ghinzani 3 laps; Laffite 3 laps.

causing some stilted and jerky driving much to the displeasure of de Angelis who was beginning to lose his patience. Lauda held back, fearing a collision — he'd learnt his lesson at the 'Ring. Nothing changed until lap 17 as Prost slowly increased his lead to 8.15s over the Lotus and to 22s over the Williams. Senna and the bold-spirited foursome made up of Alboreto, de Angelis, Johansson and Lauda were right on Rosberg's heels. Senna was the first to change all that by jumping past the Finn. De Angelis then lost touch with the group and the positions on lap 19 were Prost, Mansell, Senna, Rosberg, Alboreto, Johansson and Lauda. De Angelis was engulfed by Tambay when his engine began to let him down. Lauda at that time was sitting comfy in 7th... a mere 36.06s behind Prost. Then the pro-Prost fans began to get worried as Lauda began his fantastic cut-and-thrust surge up past the pack towards his team-mate. First it was Johansson's turn to succumb, quickly followed by a swift swoop by Alboreto. Lauda caused the Swedish driver to brake hard, his tyres trailing smoke behind the Toleman as he avoided hitting Lauda. Fourth position for Lauda and three points even though Prost was now 40.21s ahead. On lap 30, it was Rosberg who was in Niki's sights and by lap 31, the Finn was able to admire the McLaren rear-end. Next victim, Senna. By lap 33, Lauda had already darted into third position past the Brazilian and had four points neatly tucked away Lauda was putting on an excellent nail-biting show for all those at Estoril.
All that came between Prost and his team-

60 LAPS

Prost 1 hour 26m 06.911s; Lauda 54.087s; Alboreto 1m 09.901s; de Angelis 1 lap; Tambay 1 lap; Piquet 1 lap; Patrese 1 lap; Winkelhock 1 lap; de Cesaris 1 lap; Arnoux 1 lap; Johansson 2 laps; Gartner 2 laps; Berger 2 laps; Baldi 3 laps; Ghinzani 3 laps; Cheever 6 laps.

mate — and the world title — were 45.81s and Britisher, Nigel Mansell. He proved to be a tough filling in the McLaren sandwich. He had the French fans attention rivetted on him — each hesitation had them gasping, the slightest sign of smoke — in the form of dust — had their hearts beating faster. So far, so good on the 38th lap, with 14.05s separating Nigel from Niki. Suddenly the frenzied crowd is holding its breath, eyes staring in disbelief as a huge cloud of white smoke billows out from under the black and gold car's wing. That's it, a turbo! But the car carries on its mad career and the crowd lets out a sigh of relief as they see the white cement patch the Lotus tyres had hit causing the powder to rise as the Englishman was getting past two backmarkers (placed alongside each other), on the outside. They were Baldi and Gartner. The V6 Renault-engined Lotus was performing beautifully with Mansell's lead over Lauda increasing at every passage in front of the Longines monitor, 16.46s, 17.32s and 18.19s on lap 43. During the next seven laps, the British driver's lead on Lauda didn't change nor did the gap alter between himself and race-leader, Prost, apart from slight variations as they each got past the inevitable laggers. But the spectators felt a second flurry in their hearts as the monitor informed them that Mansell was now trailing Prost by 40.51s — something was definitely amiss! The No 8 McLaren surged out of the right hander leading into the pits straight. Where was the Lotus? For Lauda it meant that he was now set for 6 points in his newly-acquired 2nd position, it didn't matter that his team-mate in the identically-liveried McLaren was 45.29s ahead of him. He was the world champion by just half a point and he knew it. All he had to do was finish the race. All hope melted for those waiting for a first French world title when they saw Senna emerge next into pit straight some 1m 12s later — he would never be able to catch Lauda. Mansell appeared a great deal later, his engine dead as he coasted along in neutral, his head hung low in sorrow — not for Prost, but for himself. He had just lost what would have been an absolutely sensational second place. From then on it seemed that the die was cast barring any incidents, breakdowns or oil on the track. Prost continued his lone-run to victory, and Lauda followed. The Frenchman knew that he had lost the world crown which had so nearly been his and let up on the throttle, his 52s lead on his team-mate had dwindled to 13.42s as the chequered flag came down. He had been hoping for a great deal more than that.

LAP BY LAP

F. 1 : PORTUGAL G.P.

grid	1	7	19	6	11	12	15	27	16	20	8	22	33	23	5	17	28	18	2	26	25	24	14	30	21	10	9
posit. laps	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1	6	12	7	19	27	11	15	16	20	23	8	22	18	17	2	26	28	33	5	25	24	14	30	21	10	9	1
2	6	7	12	19	27	11	16	15	20	23	8	22	18	2	17	28	26	33	5	25	24	14	30	21	10	1	1
3	6	7	12	19	27	11	16	15	20	8	23	22	18	2	17	28	26	33	5	25	14	24	30	21	1	10	
4	6	7	12	19	27	11	16	15	20	8	23	22	18	2	17	28	26	33	5	25	14	24	1	30	21	10	
5	6	7	12	19	27	11	16	20	15	8	23	22	18	2	17	28	26	33	5	25	14	24	1	30	10	21	
6	6	7	12	19	27	11	16	20	8	15	23	22	18	2	17	28	26	33	5	25	1	14	24	30	10	21	
7	6	7	12	19	27	11	16	20	8	15	23	22	18	2	17	28	26	33	5	1	25	14	24	30	21	10	
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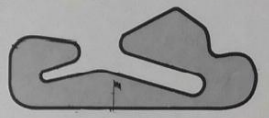
67	7	8	19	27	11	1	15	22	2	28	26	20	14	5													
68	7	8	19	27	11	1	15	22	2	28	26	20	14														
69	7	8	19	27	11	1	15	22	28	2	20	26															
70	7	8	19	27	11																						

starting grid position
on leader's lap
1 lap behind leader
pitstop
retired

STATISTICS

PORTUGUESE GRAND PRIX

16th round in the World Championship
404th Championship Grand Prix
Date : October 21st, 1984
Circuit : Estoril
Length : 4.260 km (2.660 miles)
Distance : 70 laps, 304.500 km (190.32 miles)
Weather : Hot
Attendance : 60,000 (70,000 over the three-day period)
Practice: 27; **qualified:** 27 ; **starters:** 27; **finishers:** 17; **classified:** 17.



DRIVERS' WORLD CHAMPIONSHIP POINTS

(Results after the Grands Prix in Brazil, South Africa, San Marino, France, Monaco, Canada, Detroit, Dallas, Great Britain, Germany, Austria, Holland, Italy, Europe and Portugal.

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Alain Prost - McLaren TAG Porsche MP 4/2 No 7 (Autopresse)

ALAIN PROST WON SEVEN GRANDS PRIX THIS YEAR AND EQUALLED JIM CLARK'S RECORD

Nigel Mansell Lotus Renault 95T No 12 (Marzoli)

A SPIN FOR NIGEL MANSELL DURING PRACTICE. IF HE HADN'T RETIRED ON LAP 52, GUESS WHO'D BE WORLD CHAMPION!

MICHELIN WITHDRAW FROM FORMULA ONE

MICHELIN MEANT A GREAT DEAL MORE TO THE FRAGILE WORLD OF FORMULA 1 RACING THAN JUST AN EXCELLENT AND COMPETENT TECHNOLOGICAL PARTNER. IT WAS MORE SOME THING OF A REVOLUTION. THE EXIT OF THE FAMILIAR LITTLE MICHELIN MAN FROM THE CIRCUITS HAS PROVOKED PANIC AND CONFUSION AMONGST THE ENGINEERS. WORSE, IT WILL BE LEAVING A DEEP GAPING HOLE IN ITS WAKE. WHY? WILL WE EVER KNOW?

By Patrick Camus

The telephone rang. Pierre Dupasquier, the key man behind the Michelin competitions department answered it at his desk. It was one of his staff enquiring about recent developments concerning the renewal of current contracts. *"Toleman? Nothing's been decided yet, but we ma may lose them. Talks are still going on with McLaren..."*

The man at the other end of the line must have wondered what all the hesitation was about. The seeds of doubt had been sewn. The following day, news reached him that Brabham were carrying out comparative Michelin/Pirelli tests at the 'Ring. He phoned back Dupasquier. *"Do you know what Brabham are up to?" "Yes, indeed I do. We've given them the go-ahead."* Odd. Michelin had always been against that sort of thing and what's more they were doing it in broad daylight! Renault had carried out similar tests, a while ago, with Goodyear, which the Clermont-Ferrand based company did not at all appreciate. Ferrari recently tried out Pirelli rubber, but on its own private circuit. The Michelin technicians could hardly believe their eyes at the 'Ring. Not only were they practically all present, they had brought their new '85 tyre range along with them. And there were Brabhams driving around on Pirellis. Lap times were far from bad but Piquet was seething. It is said that he went and offered his services to Renault — with Gordon Murray in his pocket as an optional extra. Perhaps he was wrong to react so quickly. He had no way of judging a tyre that up until then had been 'reserved' for the minor teams. In short, the man at the other end of Dupasquier's telephone remained with his doubts. Until Monday, 24th September.

He had the radio on in his car when an announcement came on the news. *'Michelin will be pulling out of Formula One racing at the end of the 1984 season'.* The official Michelin statement followed: *'Michelin's objective in Formula One was to test the versatility of the company's radial technology and this has been fully achieved'.*

Since the company's debut in 1977, there have been 59 victories (including 13 out of 15 races this year) and three world championship titles won on Michelin radial tyres. Michelin will carry on developing its radial technology in all other aspects of competition'. ... Quite a blow. A whole lot of questions spring to mind. What about, for instance, the Michelin statement in August when they said how profitable their experience in Formula One had been to them and the excellent results it had given from both a technological and commercial view-point as well

as their image. There could be no confusion as to what they meant. And then, on September 9th, the same people decided that they would be pulling out of Formula One, their prime objectives turning to motorcycle racing and rallying. Jean-Claude Vuillerme, responsible for Michelin's public relations, gave the first official explanation: *'We are withdrawing from Formula One at the end of the season, which coincides with the date at which current contracts expire. It has been an excellent school for us and we have learnt a great deal. We could have learnt more, but we have decided to concentrate our activities on a different sector. The decision to make this about-turn was made after a study carried out last August. We believe that we have exploited Michelin technology to its utmost and that we have nothing else to prove. It must be admitted that Formula One has become little more than a caricature of motor sport and we will be pursuing our activities in rallying. Why rallying? Because similar-to-production cars are used. FISA has assured us that there will be at least 12 official teams competing in the World Rally Championship two years from now. We have to start preparing immediately. Our withdrawal from Formula One has nothing to do with financial difficulties'.*

The decision was taken the day after the Italian Grand Prix and immediately all the customer team managers were informed. That is, those who had a contract, namely McLaren, Brabham and Renault. Guy Ligier, who pays to use Michelin rubber, informed us that he had been thunderstruck when he heard of the news through the press. Later, at the Nürburgring, the secret was still a well-kept one. Larrousse was closely following the new '85 tyre tests as well as his electronic ignition. John Barnard, the McLaren engineer, was looking after the turbos on his Porsches. Only the cunning Bernie Ecclestone, not present at the German circuit, had negotiated a deal, by telephone and by telex, with Pirelli for his Brabham, which still sported Michelin stickers. No, the boss hadn't gone soft in the head. Just four days later he was in Milan to sign a contract with Pirelli. His motto; *'Always get in first'*. With his cheque book already open he had the best chance of getting the best tyres.

Today many teams are knocking at Pirelli's door. Good news for the Italian manufacturer who will almost certainly now pick and choose who gets the best tyres. Piquet and Murray should no longer have any cause for complaint! While it was highly likely that Ferrari would be returning to Michelin, the Commendatore renewed his Goodyear contract only hours before the start of the Italian Grand Prix.

In spite of all this, Michelin's decision still leaves us perplexed. Here, Pierre Dupasquier clears up some of the mysteries.

— Can you tell us what the real reasons were behind this decision? Is it true that you were investing something like £ 5m a year in Formula One?

'The statement we issued was quite explicit, there's nothing really to add. It has nothing to do with financial difficulties. Everyone knows that Formula One is an expensive undertaking, but it is also true that we won't be saving an enormous amount as a result of our withdrawal. Our aim is to redeploy a certain number of people and technological means towards other disciplines. The thing is that we are pulling out of Formula One whilst we are the established leaders. Now we've got to try and see what Michelin will become without Formula One. Only the future can tell. Was it really worth investing in such a sport?

— *In your statement to the press you mentioned motorcycling. Is it really a commercially rewarding sector? It seems doubtful.*

'When we declared that we would be pulling out of Formula One, we had to make it clear that we would be carrying on in the other disciplines. We will be continuing with motorcycling and rallying. The latter will get a little push from us. If we hadn't insisted on this point, people would have thought that Michelin underestimated the value of motorsport which is not the case at all'.— Last August, didn't the management express their satisfaction concerning Formula One? Then, just three weeks later, the withdrawal was announced...

'There is no contradiction. Michelin has recently understood the repercussions that Formula One can have and, despite its position at the end of the 1984 season, we have decided to pull out. If Michelin hadn't been interested in Formula One then we wouldn't have pulled out in this way. Formula One has been, and always will be, a good thing for us. But from there to say that we should continue, tying up considerable resources for a 1985 season in order to follow on from an immensely successful 1984 season... It certainly was no snap decision. We have stuck our necks out a little by abandoning Formula One without knowing what that's going to cost us'.

— During recent testing at Nürburgring, all the new '85 tyres were there. It was an extremely well guarded secret !

'Absolutely! We will be pulling out after the Portugese GP. Until then our engineers will continue as before. New tyres are coming out, even for only two races. We're going right through to the end'.

— When exactly did you inform the teams of your decision?

'That's a rather tricky question to answer. Let's just say a few days before our decision was made official. It is certain that Bernie Ecclestone didn't sign with Pirelli from a personal whim, nor was it because Pirelli offer good tyres or because he has obtained good financial terms. Nor is it because Brabham have signed with Pirelli that Michelin have decided to pull out of Formula One. Some of our clients have, of course, been affected by our decision as they will have to make new arrangements. I have done my best to do things as quickly as possible so that all the teams concerned will have time to reorganise themselves'.

— Have you considered that your withdrawal may create enormous problems for certain teams? Will Pirelli and Goodyear be able to, and even want to, share out the teams fairly between them?

'Brabham is with Pirelli and I think McLaren will be on Goodyears. Renault should have no problem getting into Goodyear considering they have a common interest in the States. I'm afraid I don't know what the other teams are going to do'.

— Is it possible that you may come back at a future date?

'Without the shadow of a doubt. We have never slammed Formula One! We are not trying to put down Formula One nor top level motorsport as a whole. Things may be different in two or three years from now. By that I don't mean, either, that this whole thing is a publicity stunt and that we will be coming back at the beginning of next year!'

— It does seem as though you have lost faith in Formula One. Rallying appears to have a better reputation.

'No. You can't say that. Today's Formula One cars are well balanced, pleasant and easy cars to drive. There are some exciting races. I would tend to be more reserved about rallying. With the increases in horsepower and with the public just a foot from the road, I think we'll be able to go a great deal further than in Formula One.'

— You always give an impression of being enthusiastic but, deep down, do you not feel that something has changed?

'I'm in charge of other sectors of sport apart from Formula One and I was concerned that some were not getting on as well as others. I began wondering just how long we could continue in Formula One when 100,000 people are concerned and 5,000 to 10,000 a year are being made redundant. That's just a personal opinion but the problem exists. A number of us foresaw the possibility of pulling out at one time or another. It was a question of waiting for the right moment'

THE FUTURE

In 1977, Renault joined the Formula One circus bringing with it turbo technology. In 1977, Michelin introduced radial technology. Both technologies took the upper hand.

For Renault and Michelin, it was more or less a family affair underneath the smiles and the criticisms. What remains of that today? Michelin has achieved its goal on the technolocical side, forcing its rivals to follow in their path. But what about the commercial side. Does the withdrawal of Michelin mean the impact wasn't as big as had been expected? How can such an impact be measured? The success of Michelin wasn't only the prestige. In France, each victory was considered a national success. Perhaps on a European scale they didn't exploit that success as much as Goodyear tend to do. But it wasn't company policy to do so. The void they have left in the States is likely to have far more dangerous consequences, especially since Goodyear will have a free hand. Their products will be fitted to the Renault Formula One cars and consequently to the Renaults manufactured in the States under licence by AMC. Goodyear already supplies 11% of the French manufacturer's tyre requirements in France. With three Grand Prix races taking place on the North American continent it was not the moment to turn tail. As an alternative Michelin could have considered getting into Formula Indy.

Back on the racing scene, additional problems can be expected. Brabham with Pirelli, Ferrari along with Alfa Romeo, Lotus and Williams on Goodyears... And the others?

Renault will be turning to Goodyear as will McLaren. Fortunately they already have radials which, happily, will not entail any major suspension modifications. The problem will come from tyre dimension and, as a result, the installation of braking systems. Toleman have no choice, following their acrimonious divorce from Pirelli, and so they will be shod with Goodyear. Ligier isn't sure yet of being one of the chosen few. What, in fact, has he got to offer the tyre people? No alluring commercial deals to offer and few spectacular results to boast of. For the other teams, basing ourselves on this hypothetical distribution, that leaves Pirelli. But what will the quality be of the service and products offered? What can the minor teams expect? The drivers, more than the engineers, will feel the difference. They have been used to consistently good tyres for the races, high performance tyres for qualifying, always easy to drive. Prost, Lauda and Tambay were amongst those most fiercely in favour. How do they see the future now without Michelin? When we spoke to Tambay about a possible transfer all he replied was that he hoped sincerely that it would be to a team using Michelin...

GOODYEAR: 'IT'S A SHAME'

Goodyear have expressed their disappointment at Michelin's withdrawal and now find themselves head to head with Pirelli. They achieved considerable technological developments during the 1985 season — will development continue in '85 without a tough competitor like Michelin to contend with? Their withdrawal is regrettable in the interest of Formula One', declared a Goodyear spokesman. 'Our engineers find it that much more regrettable as they were hoping to beat Michelin in 1985.

They now have no chance of proving that they are the best'. A somewhat empty victory. Michelin's withdrawal is more than likely to leave a yawning gap for a long while to come.

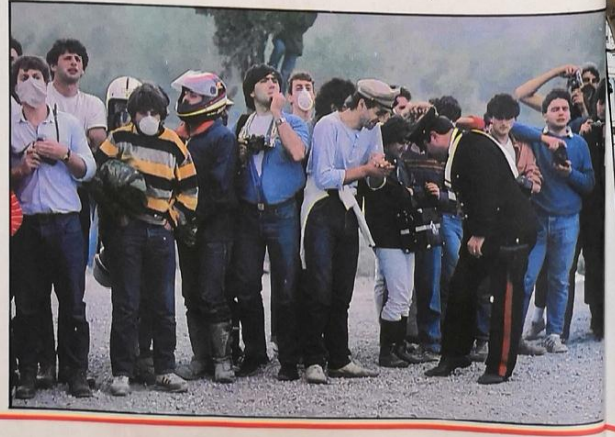
IMPORTANT DATES
IN MICHELIN'S HISTORY

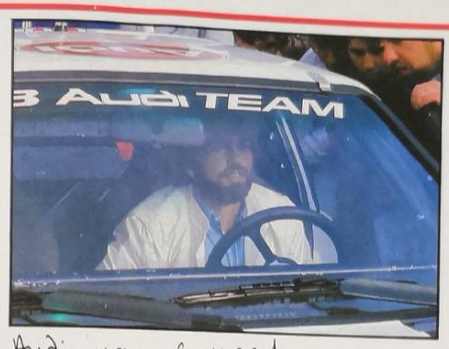
July 16th, 1977: 1st Radial tyres used by Renault at Silverstone.
January 9th 1978: Jacarepagua, Brazil - 1st Michelin victory with Reutemann in a Ferrari.
1979: 1st world title with Scheckter and Ferrari.
1981: Following Goodyear's decision to pull out of F1, Michelin agree to supply all the teams.
Goodyear return in June of the same year.
1983: 2nd world title with Piquet and Brabham.
1984: 3rd world title: either Prost or Lauda and McLaren.
September 24th, 1984: Michelin announce their withdrawal from F1.

SAN REMO

A pinta each for the winners!
Sport and dust

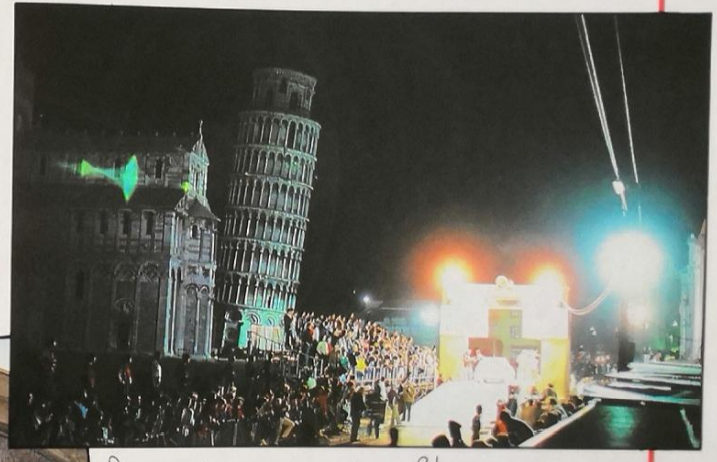
Campionissima!



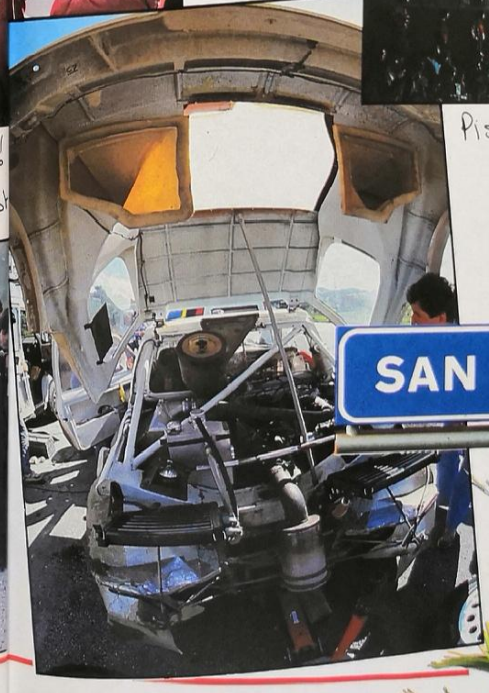


Audi - man gumpert

In the lion's den



Pisa, piazza or pizza?!



SAN REMO RALLY

THE LION'S CLAW

SECOND VICTORY FOR THE PEUGEOT 205 TURBO 16 ON ITS 4TH RALLY OUTING. A PROMISING FUTURE IS GUARANTEED FOR THE LATEST OF THE GROUP BS.

By Michel Lizin

SAN REMO RALLY

The San Remo Rally was nearly finished. A handful of spectators were patiently waiting on the Coldirodi heights overlooking the bay of San Remo. The sea was glistening in the bright sunlight, but it was chilly, a reminder of the previous day's abominable rain that poured down all day.

Suddenly, the Peugeot 205 Turbo 16 hurtled through. Ari Vatanen and Terry Harryman were the first to cross the finish line of the last special stage in the 26th edition of the San Remo Rally and thereby notched up another victory in the world Rally Championship. The Irishman looked completely drained in comparison to the tall, lanky fair-haired driver. He seemed to be as fit and raring to go as he had been at the start of the 5th and final 235 mile long stage. Not the longest leg of the rally, it was still made up of 8 special stages covering 110 miles.

At that time the Peugeot 205 Turbo 16 had a 4m 45s cushion on its nearest rival, the Audi Quattro Sport driven by the Germans, Röhrl and Geistdorfer, and over 8m on the fasted Lancias. The Finn could afford to sit and watch how things developed.

*In 1983 he went of the road and had to retire during the last night. In 1981 he lost all chance of beating Michèle Mouton after an off also during the last night...

For the 1984 edition, the Finn had a comfortable lead, but the weather conditions were worrying him. Strong gales had been blowing through France and had not spared San Remo. Trees had come crashing down into the roads, flooded up to 5 inches in some places. On the first stage of the night, Dario Cerrato gave a fine demonstration of his pluck and courage when he tried to make use of the appalling driving conditions to get past Tabaton in the Lancia and Nicholas in the Peugeot. The effort, however, cost him retirement. At San Romolo, the mechanics had time to service the vehicles before the second stage which was a re-run of the previous one. The organisers were asked if it could be cancelled. Röhrl's co-driver, Christian Geistdorfer and Jean-Pierre Nicholas both asked the clerk of the course who refused to listen, saying that rain had stopped falling an hour ago on the San Remo mountains. *"Let's hope it rains all night up there"* said Michèle Mouton who had come to watch the end of the Rally. *"When it rains, the roads are flooded everywhere and you have to be continually alert. Once it stops raining, the water drains away leaving the surface damp. You then feel confident and accelerate, but behind every turn there might be a stream flowing across the road. In fact, I would say that it's no longer driving skill that's involved, but sheer luck. Very dangerous"*.

Vatanen led the way keeping up a safe pace for him to hold onto his lead if Walter Röhrl came to threaten him. Just as he negotiated an ordinary-looking right-hand curve at 95 mph, he saw that the road ahead was flooded for about 100 yards. The Peugeot lost its grip instantly and began a long hair-raising spin. This time, Vatanen had luck on his side. The only damage that the Peugeot suffered as it went through its interminable "pirouette" was a few smashed lights, scratched bodywork as it clipped the cliffside and a hard thump to the front. The Peugeot came to a halt in the middle of the road having completed a full circle. Ari didn't waste time in thinking what a miraculous escape he had had, but shifted to first gear and was off again.

A minute later, it was German driver Walter Röhrl's turn. Inevitably, he lost control of the Audi but he wasn't so lucky. The car spun and hit a small wall then bounced back violently onto the road where it turned over several times before stopping in the middle of the road. Bits of bodywork lay strewn over the road for about a hundred yards. The Quattro's race had ended there and then. Geistdorfer —who had asked for the stage to be cancelled— leapt out of what was left of the car and ran to the preceding bend for all he was worth to flag down Biasion, Bettega and the gang, to avoid what would only have been a catastrophe.

DOMINATION

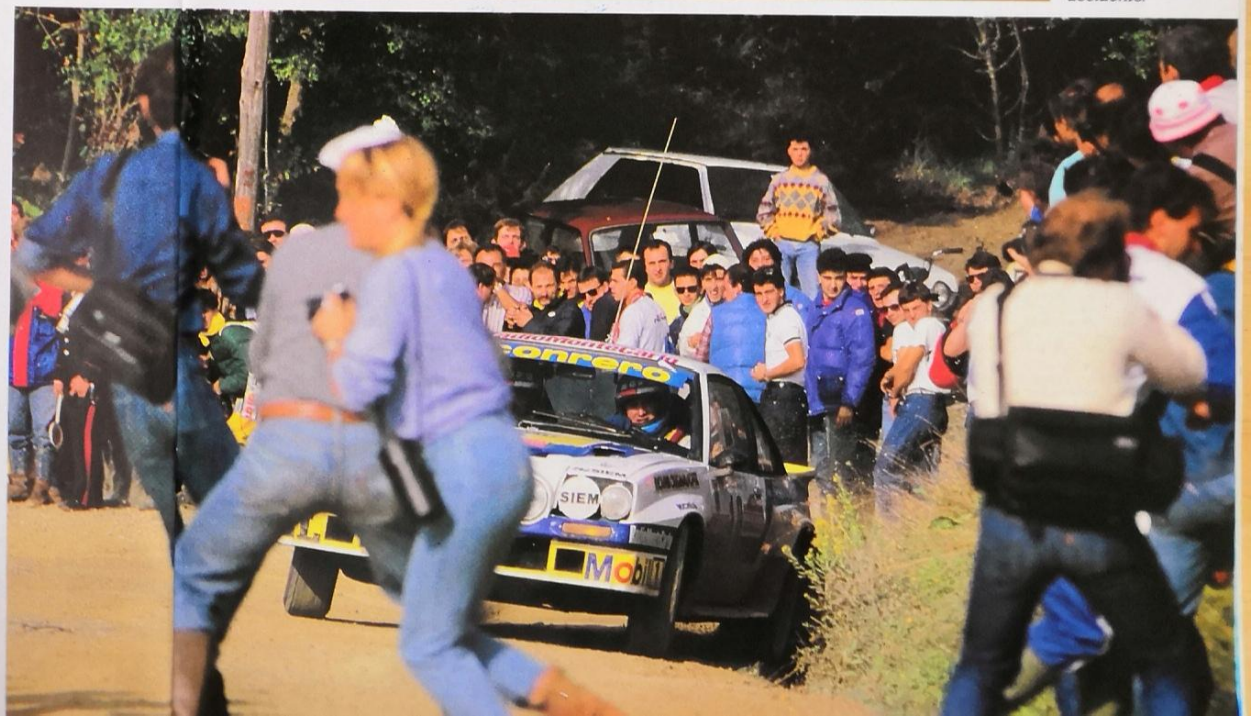
Ari Vatanen and Terry Harryman put up some impressive times during the 26th San Remo Rally at the wheel of the Peugeot 205 Turbo 16. They were fastest on 31 of the 54 special stages. 26 of those were in gravel stages of which there were 33 in all. The only incident which threatened their victory has been described above. The Peugeot driver was also helped on his charge to the finish by the fact that his main adversaries had to drop out with various problems. Four drivers at the start of the San Remo Rally were in a class of their own and literally dominated the whole field starting with the first special gravel stage. The protagonists were, Ari Vatanen, of course, driving the Peugeot, Walter Röhrl and Stig Blomqvist, the Audi men and Lancia's life-long leading driver, Markku Alen. Ari Vatanen was well placed at the end of the first special stage, but his rivals were soon slowed by various problems. Alen had two punctures, Röhrl went off and Blomqvist was obviously slower than his teammate on tarmac. As Ari tucked into the first of the gravel stages, he had a 1m 30s lead on his three main rivals and was feeling confident in himself and in the car. However, much to the general surprise, the Lancia, Peugeot and Audi had all been very close on the tarmac, with the advantage going the Quattro's way. The Quattro Sport has greatly improved on tarmac following its disappointing performance at the Corsican round. Jean Todt explains the reasons behind its driver's impressive performance.

"Walter Röhrl is without a doubt the world's best rally driver on tarmac today. In order for him to almost equal our performances, he has to practice for a month prior to the Rally and then give all he's got during the special stages, which means that he has to take more risks. That's probably why he went off. This proves that the Peugeot is, and stays intrinsically superior to the Quattro Sport on both gravel and tarmac stages".

The Peugeot proved itself to be more competitive but also more reliable. Both the 205 Turbo 16s were at the finish compared with 2 of the 4 works Lancia Rallyes, and neither of the Quattros Sport. As usual, only certain engine parts were replaced on the Peugeot, purely out of

The Audi Quattro improves with each Rally, but didn't finish this time.

A spectator problem as ever at San Remo. There were a number of accidents.



habit and as safety measures. The Peugeot engine proved its reliability once again, and is a point that continually astonishes Ari Vatanen.
The Peugeot Talbot Sport team have been suitably rewarded for their efforts. They all work exceptionnaly well together and this reliability factor is the fruit of their team spirit which, to put it in Jean Todt's words, is a *"mixture of enthusiasm discipline and positive thinking"*.
The Peugeot 205 Turbo 16 has led each of the 4 World Rally Championship rounds it has entered. It has won 2 of those 4 rallies and it looks as though it is set for its 3rd victory of the season at the RAC Rally later this month. The Lancia Rally 037 seems to be at the end of its career on gravel. Only Markku Alen's talent and sheer willpower managed to pull it through to the end of the Tuscany special stages. Next year, the Lancia Rally should still be in with a chance on tarmac, as certain modifications will be made to the GR B which means that larger rear wheels and tyres can be fitted as from January 1st 1985. There remain few rallies in the World Championship which are predominantly tarmac-will the expected domination of the Peugeot in 1985 bring about any changes in that? Some fear so. But, after the sort of San Remo we have just had, the risks are reduced. Despite the catastrophic start to its career in Corsica and disappointing results in Finland the Quattro Sport proved at San Remo that it will be a serious contender next year. It proved itself, strangely enough on tarmac. No doubt due to Walter Röhrl's expert driving, as such surfaces weren't thought to favour the Audi Quattro at all. The Audi

Team by team

LANCIA
Henri Toivonen still hadn't been replaced and there were works Lancias, sporting the Martini coulours. One for the Alen/Kivimaki tandem and the other for Bettega-/Perissinot. The Finn had a new car unlike his team-mate. It had been prepared meticulously for the rally down to the smallest bolt and tipped the scales at the minimum weight authorised (960 kilos). The two Totip Lancia Rallies, entered by the Jolly Club, were also prepared in the Abarth factory workshop. They were handed over to Biasion/Siviero and Vudafieri/Pirollo. The engines both produced the usual 325 bhp. The same suspension unit used for the 1983 win was mounted.
The main changes concern the tyres. Pirelli have just brought out a particularly soft slick called the D9, as well as the M+S 90. for damp muddy tracks. Cunico/Sghedoni entered another Lancia Rally, prepared by Volta and another was entered for the Tabaton/Tedeschini duo, prepared by Romagnolo in Genoa.

AUDI
German competitors, Röhrl/Geistdorfer were given a new Audi Sport Quattro and Blomqvist/Cederberg were given the car raced by Mikkola at the thousand lakes. Both Audis weighed in at 1,000 kilos. Roland Gumpert is still keeping the maximum power of his engines a closely guarded secret. The only information we can get out of those otherwise tightly-sealed lips is that boost pressure is set at 1.7 and that the engine develops 400 bhp. We are convinced that the true figures are higher. Audi have spent two months of intensive testing which have led to the entire suspension unit being modified both for tarmac and gravel. The damper/spring assemblies are new. A new 6-speed gearbox also underwent private testing, but did not prove itself to be reliable.
Blomqvist praticed in a classic Quattro and only had a few hours to get used to the Sport Quattro.
He found the engine to be more flexible than on the Quattro which goes to prove that the Audi engineers have been hard at it.
Audi used a complete range of Michelin rubber. As with Peugeot, the TRX gravel tyres are available with a wider tyre-tread (16 cm instead of 15 cm).
An Audi 80 Quattro, sponsored by HB, was driven by the Austrians, Grissmann-/Pattermann and was also backed by the factory.

PEUGEOT
Vatanen/Harryman and Nicolas/Pasquier were given two new Peugeot 205 Turbo 16s to drive. They were as powerful as the winning car in Finland (350 bhp) and both tipped the scales at approximately 980 kilos. Nicolas carried out practice tests in August to get the cars perfectly set up.
Air ducts were fitted to channel air towards the brakes to improve on cooling. Both cars were identical except the gearboxes. Nicolas opted for higher gearing for the tarmac special stages. This meant that a top speed of 113 mph could be reached compared with 103 mph on Vatanen's car. Top speed increases by 12.5 mph on gravel surfaces as the tyres are of a much wider diameter. A turbo-change was planned on both cars at mid-race distance.
Michelin tyres were provided as for Audi. Peugeot-Italy entered a Talbot Samba Gr. B, prepared ty Conrero, for Del Zoppo/Tognana.

OPEL
GM Italy entered an Opel Manta 400 for Cerrato/Cerri. The car was both serviced and prepared by Conrero. It weighed in at 960 kilos and its engine produces 275 bhp. The car ran on Michelin rubber.

CITROEN
The Citroën Competitions department entered three cars for Chomat/Breton, Rio-/Vieu and Wambergue/Laverne. The cars weighed 780 kilos. They were all new and their power units develop 145 bhp. They used Michelin Tyres.
Citroën Italy also entered three cars. Caneva/Roggia had a Visa 1000 Pistes and the Sianori/Paliaga and Serena/Soffritti tandems both had Visa Chronos. Raous/Thimonier were also competing in their Visa 1000 Pistes

VW
This was the second official participation of the new Golf Mz2 GTI driven by Grundel/Diedkmann. The car had been reshelled after the 1000 lakes accident.
The works Golf produces 170 bhp and weighs in at 880 kilos. It was on Pirelli rubber.

THE OTHERS
A Jolly Club Fiat Ritmo Gr. A was entered for Rayneri/Bartolich and they also entered two Gr Ns for Fabbri/Bosco and Chiti/Boretti. Bentivogli/Evangelista were at the wheel of their usual Alfetta GTV6. A. A similar, but a new car was prepared by Gema Racing for Loubet/Merigot. Lighter than the car that took Gp A Lobica, it still weighs in at a rather hefty 1,060 kilos producing 220 bhp. Autodelta provided the engine.

Attilio Bettega finished 2nd, Better than was feared at one stage, making it a 2-3-4 for Lancia.

won 7 of the gravel special stages, and the Peugeot 26. But there wasn't much in it between both the four-wheeled-drive makes. At the end of the 275 miles of gravel special stages, only 2m 43s separated Vatanen from Röhrl which meant that Vatanen was only 0.6 seconds faster per mile

We don't want to give the impression that the Audi Sport Quattro and the Peugeot 205 Turbo 16 are equally good performers, but in view of the Audi's results at the Rally, the German engineers should be sufficiently stimulated to continue development work on their car. All they have to do is work faster than their opposite numbers at Peugeot. Which shouldn't be difficult!

Although the times are revealing, they do not reflect just how the various drivers achieved them. Ari Vatanen always looked relaxed and full of confidence in himself and his machine. He waited for the most favourable opportunities to attack. For the Audi drivers, however, it was a completely different story. They got to the end of each special stage both physically and mentally exhausted. Walter Röhrl or Stig Blomqvist were often heard to say *"hard work"* as they sat on a pile of tyres, visibly shattered after their ordeals. Compared to the apparently flexible easy-to-drive, perfectly balanced —especially in long fast curves— qualities of the Peugeot, the Audi Quattro Sport appears to be all the more unpredictable, calling for continual taming of the unpredictable under-bonnet horsepower. Although the Audi Quattro's power is more progressive than before, it still requires skilled driving and continual punches at the throttle to get it going. The German engineers will undoubtedly be able to gradually get round that problem.

However, improving engine performance has brought to light another disadvantage on the Audi.

"The car tends to understeer at times" Blomqvist explained, *"and yet at others, it suddenly unexpectedly oversteers. It's really difficult to place it exactly where you want to. The only remedy I have found, is to brutally throw the car into each turn, forcing it to oversteer, that way, I know exactly where it's going"*.

The Audi Quattro Sport is derived from a production model with a shortened wheelbase and considerable overhang. Will the Rally version ever be as predictable as the Peugeot 205 Turbo 16 is today?

Transfers - almost everything's been decided

A clear picture of just which way the drivers will be going next year was given, as usual, at the San Remo Rally. The first item of news to be divulged was that Markku Alen had renewed his contract for another two years with the Fiat-Lancia group. He will be competing in the 1985 rounds at Monte Carlo, Portugal, Corsica and perhaps at the Acropolis at the wheel of a Lancia Rally 037.

The new 4WD version — the 038 — will not be homologated until July 1st which means that it won't appear on the Rallying scene until the Thousand Lakes Rally, or, perhaps even the San Remo Rally. Although Markku Alen is the first rallyman to have signed with Lancia, it's highly probable that Attilio Bettega and Massimo Biasion (sporting the Jolly Club colours) will continue participating in the world Rally Championship.

The only top driver that Cesare Fiorio has decided to lure his way is Henri Toivonen. He was present at the San Remo Rally in spite of still suffering from back-ache, together with Dave Richards, head of the Rothmans Porsche Rally team for whom Toivonen has led a long European campaign this year. Richards declares that he has signed the Finn on for next year, something which the young driver firmly denies. The matter will be settled in the law courts. Cesare Fiorio has said that he will not consider Toivonen if he is *"lent"* by another team.

"If you're free, I'll sign you on" he said to Toivonen. One thing is sure, he'll either be racing for the Rothmans Porsche team or for Lancia depending on what the lawyers decide. Meanwhile, Rothmans are getting a strong team together, with a dozen mechanics working full-time. Dave Richards is counting on the 4WD Group B Porsche in Rally configuration to bring the victory he is chasing after. It has already been on a tentative first outing with the Porsche engineers. He hopes that it will be homologated for the second half of next year. Wishful thinking ?

The Audi Sport team will also be in the running for the 1985 world title. Roland Gumpert gave all his drivers the option of renewing their contracts for next year. Röhrl should be doing so shortly — if he hasn't already done so. His provisional contract has him competing in the following Rallies — Monte Carlo, Portugal, Corsica, Greece, New Zealand, Argentina, San Remo and perhaps at the RAC Rally depending on the outcome of the various championships. It appears to be more than likely that Hannu Mikkola and Stig Blomqvist will be with Audi sport new year. The Swedish driver seems to feel at home with the German group. He has also hinted that he hasn't received any offers from other constructors.

At the time of going to press, Michèle Mouton hadn't signed on for another year with Audi. The Frenchwoman has always expressed a desire to stay on at Audi, but she would like to compete in as many rounds as possible of a championship. Roland Gumpert's first offer did not meet her expectations. However, an agreement whereby she would take part in 5 rounds (yet to be defined) of the world championship plus a complementary championship, such as the British Open together with the RAC Rally, is being discussed. She would be at the wheel of an Audi GB, prepared by David Sutton. Michèle would thus be present at 6 of the World Championship rounds.

The young Finnish hope, Juha Kankkunen, will stay with Toyota Team Europe next year. Björn Waldegaard will undoubtedly do likewise.

Peugeot still haven't decided on their second driver for next year, and there are not many left to choose from. Jean Todt admitted to not being surprised by the Markku Alen move as he had been forewarned. Which doesn't mean that Jean Todt doesn't have any regrets seeing Alen get away. Todt had also contacted Walter Röhrl, but he had expressed his firm intention to stick with Audi. For some reason neither Henri Toivonen nor Stig Blomqvist have been contacted by the French group.

The most likely person to become the second works driver for Peugeot, if our calculations are right, seems to be the Finn Timo Salonen, who has been wasting his talents on uncompetitive cars for quite a while now.

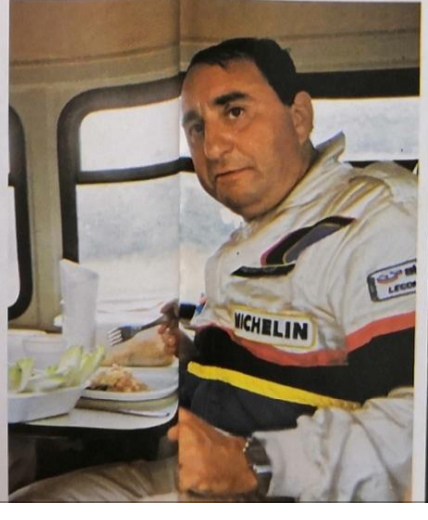
Lastly, Jean Todt has confirmed that he will be entering either two or three cars for each of the Constructors' championship rounds. The third — or second — driver , is anyone's guess — meanwhile, it will keep a number of hopefuls hoping !

SAN REMO RALLY

Kalle Grundel notches up yet another win in Gr. A.

Jean-Pierre Nicolas, the 205 Turbo 16 development driver.

Despite a couple of errors. Miki Biasion finished a magnificent 3rd.



The race

The rally was divided into 5 legs. The first, fourth and fifth included 223 miles of tarmac special stages. The second and third, 287 miles of gravel special stages over the Tuscan hills. The first leg was the shortest and was made up of six tarmac special stages in the San Remo hinterland.

The start to the rally was given at 2 pm on Sunday September 30th. It was a cloudy day and the rain had left the roads damp and slippery. The first leader after the opening Colle d'Oggia special stage was Biasion in 10m 52s closely followed by Röhrl in the newly-competitive (on tarmac) Audi Quattro. Behind came Bettega, who had experienced fuel pressure problems and lost 4s. Vatanen was 7s behind with Tabaton, Vudafieri and Cunino, of the Lancia brigade, close on his heels. Alen had had a blow out and lost 1m.

Bettega, Alen and Biasion were all within a second of each other with Lancia making it a 1-2-3 in the second special stage during which Röhrl hit two spectators when his car went off the road. He lost 1m 36s. The special stage was first interrupted and then cancelled and finally it was decided to let it count for those who had already covered it. The other competitors were given the worst times clocked up until that particular point. This decision set Group A driver, Loubet, back 40s, Grundel only losing thirty seconds after rolling.

As expected, the Lancias were the fastest but were seriously threatened by Vatanen's Peugeot. At the outcome of the 6 special stages making up the first leg, he was only 23s behind. Röhrl was also giving the Lancias food for thought at the wheel of his Audi. If he hadn't gone off, he almost certainly would have been in 3rd position overall. Things went from bad to worse for the Italian constructor when its number one driver — Alen — had a second puncture. When they got to Tirrenia, which marked the end of the first legs. Biasion took the lead with Bettega 1s behind, Vatanen and Vudafieri both at 23s, Tabaton and Cunico both at 1 m 13s, Alen at 1m 41s and Röhrl at 1m 49s. Cerrato followed 1m 54s behind and Blomqvist had conceded 1m 58s. The Swedish driver was getting to grips for the first time with the Sport Quattro. He was also understandably slower than Röhrl on tarmac. Nicolas found himself in 11th position, 5m 31s behind the leader as he was penalised 2m for being late at a control and had had turbo pressure problems. The Gr. A leader was Loubet, a minute ahead of Grundel. Lupidi (Renault 11 Turbo) was the first Gr. N leader but lost his place to Chiti (Fiat Ritmo) when he retired after coming off the road. The second leg comprised 16 gravel special stages. Ari Vatanen won the first 6. That day he won 14 altogether leaving two for Blomqvist to win and only one for Röhrl. After only two more gravel stages, Vatanen took the lead, holding on to it until the finish.

The first 14 special stages out of a total of 17 had the fearsome foursome, made up of Vatanen/Röhrl/Blomqvist/Alen regularly finishing in that order. Their opponents were left trailing with no hope of catching them. Markku had built up an impressive lead on his Lancia team-mates. Rio was forced to withdraw his Citroën Visa when he went off. Grundel's Golf took him off the road for good and Cerrato had to get his hands dirty to replace the water pump belt on his Manta, losing 3m 30s. As for Vudafieri, he too had to retire after giving spectators their money's worth with two gigantic rolls when his car went off at high speed.

That leg ended in Sienna in the middle of the splendid Piazza de Campo, the provisional leader being Vatanen with a 2m 50s lead on Röhrl, 3m 46s on Blomqvist (he had had road holding problems during the last of the special stages), and 4m 31s on Alen who declared that he was unable to drive any faster.

Biasion, Bettega and Tabaton of the Lancia brigade followed in that order. Cunico took a 10m road penalty when his Lancia gearbox had to be changed. He was in 10th position, just ahead of Grundel, the clear Gr. A leader, and Chomat, who was the first Citroën driver. At that point of the Rally, 62 cars were still competing.

Vatanen admitted that he wasn't driving as hard during the third leg made up of 16 special stages. That didn't stop him from putting up the 12 fastest times. Röhrl was usually the man to beat and he came through tops on 3 of the remaining occasions and Blomqvist once. Alen was forced to retire at the outset of stage 27. A connecting rod in the Lancia power-unit went and, with it, the Italian group's last chance. Other retirements were made before the end of the leg. Chomat (SS 38) and Blomqvist (SS 41). The Citroën driver was only 1m 35s behind Grundel, and 11th overall when his Visa engine blew. Blomqvist suffered the same fate. On the Audi the problem was traced back to the sump guard which had been damaged by the rough treatment it was getting in some of the special stages and it had cut through an oil duct time-control. The resulting oil leak caused the engine to break down.

At the time check following the Volterra stop (after S 38), most of the drivers were given penalty points when they were held up by spectators' cars littering the road. Most were set back a minute, but for Röhrl, it was to be 2 minutes. The 3rd leg ended at Pisa, and with it all the gravel special stages. Vatanen was 5m 19s ahead of Röhrl, 9m 13s ahead of Biasion who was still being pursued by Bettega (9m 32s behind the leader). Tabaton and Nicolas were left at more than 20m.

The fourth leg got underway with a long stretch of motorway. The works cars had their suspensions changed before they began their assault on the tarmac stages of the last two legs. The first leg comprised 7 of them. Vatanen and Röhrl won the first two in damp driving conditions. The next two were dry and won by two of the remaining Lancia brigade members, Biasion and Bettega. The overall results did not change with the exception of Cunico who had to retire when he went off the road and Wambergue, whose Visa's transmission packed in whilst he was in 13th position. Vatanen had a 4m 45s lead before the last night on Röhrl, 8m 23s on Biasion, 8m 58s on Bettega, 21m 10s on Tabaton and 23m 28s on Nicolas, with Cerrato and Grundel not far behind.

The rain teemed down all day before the last night of the rally. The first special stage, the famous 30 mile 'Ronde' was under at least 5 inches of water. Cerrato was the only driver to prefer action to caution and got past Nicolas in the Peugeot in one swoosh and then proceeded to cannon off the road causing the special to be neutralised. It was no longer raining when the leaders began the onslaught of the San Romolo special stage. The roads hadn't had tome to dry out and in some parts "rivers" were actually flowing across them on their way down into the valley below. Vatanen and Röhrl both spun in succession. For the Peugeot driver, it was a lucky escape as he only suffered minor damage to his car as it grazed its way past the small wall, but the Audi hit the same wall hard and ricocheted off into a series of impressive rolls. He had no option but to retire. Biasion had two punctures which meant that he had to hand over his 2nd place to Bettega, who finished leading Italian driver and leader of the three car Lancia brigade, a 2-3-4 for the transalpine constructor. The Peugeot 205 Turbo 16 was the incontestable winner of the day due to some excellent driving by Ari Vatanen aided and abetted by Terry Harryman. Nicolas finished 5th overall ahead of the firmly established Gr. A leader, Grundel, from Sweden. Fabbri was the first over the finish line in Gr. N driving the Ritmo and Chiti was the runner-up. In all, only 35 teams saw the end of the 26th edition of the San Remo Rally out of 100

SS 1: COLLE D'OGGIA-GIL. VILLENEUVE (11.9 miles)
1. Biasion-Siviero (Lancia Rally) 10'52" (1st Gr. B); 2. Röhrl-Geistdorfer (Audi Quattro) 10'53"; 3. Bettega-Perissinot (Lancia Rally) 10'56"; 4. Vatanen-Harryman (Peugeot 205 T 16) 10'59"; 5. Tabaton-Tedeschini (Lancia Rally) 11'01"; 6. Vudafieri-Pirollo (Lancia Rally) 11'02"; 7. Cunico-Shedoni (Lancia Rally) 11'03"; 8. Nicolas-Pasquier (Peugeot 205 T 16) 11'07"; 9. Cerrato-Cerri (Opel Manta 400) 11'08"; 10. Blomqvist-Cederberg (Audi Quattro) 11'08"; **11. Loubet-Mérigot (A.R. Alfetta GTV) 11'47" (1st Gr. A)**; 12. Kalnay-Zehentner (Opel Ascona 400) 11'47"; 13. Caneva-Roggia (Visa 1000 Pistes) 11'48"; 14. 'Ragastas'-Gozzi (Lancia Rally) 11'50"; 15. Grundel-Diekmann (VW Golf GTi) 11'53"; 16. Del Zoppo-Tognana (Samba Rally) 11'53"; 17. Alen-Kivimaki (Lancia Rally) 11'54"; 18. Ercolani-Amati (Opel Ascona 400) 11'56"; 19. Bentivogli-Evangelisti (A.R. Alfetta GTV) 12'08"; 20. Wambergue-Laverne (Visa 1000 Pistes) 12'12"; 21. Chomat-Breton (Visa 1000 Pistes) 12'14"; 22. Hopfer-Strobi (Renault R5 Turbo) 12'18"; 23. Raous-Thimonier (Visa 1000 Pistes) 12'24"; 24. Rayneri-Bartolich (Ritmo Abarth) 12'24"; 25. Signori-Paliaga (Visa Chrono) 12'28"; 26. Rio-Vieu (Visa 1000 Pistes) 12'28"; 27. Pisi-Capano (Opel Kadett GTE) 12'35"; 28. Speranza-Ziviani (Opel Kadett GTE) 12'35"; 29. Recordati-Delorme (Opel Ascona 400) 12'39"; 30. Grissmann-Pattermann (Audi Quattro) 12'39"; 31. 'Tchine'-Borie (Opel Manta GTE) 12'41"; **32. Lupidi-Montenesi (Renault R11 Turbo) 12'40" (1st Gr. N)**; 33. Chiossi-Chiossi (Ferrari 308 GTB) 12'41"; 34. Rossi-Cassina (Opel Manta GTE) 12'41"; 35. Calosso-Castore (Opel Kadett GTE) 12'42"; 36. Chiti-Boretti (Ritmo Abarth) 12'48"; 37. Fabbri-Bosco (Ritmo Abarth) 12'49"; 38. Porcellana-Riccardi (Ritmo Abarth) 12'49"; 39. Francia-Dotti (Opel Manta GTE) 12'51"; 40. Riva-Galli (Peugeot 205 GT) 12'56"; 41. Barel-Demela (Opel Ascona) 12'56"; 42. Ricci-Montagna (Opel Kadett GTS) 12'58"; 43. Cravero-Mandrile (Opel Manta GTE) 12'58"; 44. Clément-Pedrazzini (Peugeot 104 ZS) 13'02"; 45. Bozzo-Ferrando (Ritmo Abarth) 13'03"; 46. Russolo-Bigoni (Ritmo Abarth) 13'04"; 47. Rizzi-Fiorucci (A.R. Alfetta GTV) 13'06"; 48. Bano-'Kawa' (Opel Kadett GTE) 13'09"; 49. Bini-Giannini (Opel Kadett GTE) 13'09"; 50. Biamonti-Tomaggini (Ford Escort RS) 13'21"; 51. Thomas-Coyret (Visa Trophée) 13'26"; 52. Serena-Soffritti (Visa Chrono) 13'27"; 53. Cacciami-Lazzerini (Peugeot 205 GT) 13'20"; 54. Leporace-Nugnes (Lancia Beta Monte-Carlo) 13'30"; 55. Alberi-Milano (Visa Chrono) 13'32"; 56. 'Anders'-Bertrand (Opel Kadett GTE) 13'33"; 57. Astini-Maggioni (Opel Manta GTE) 13'37"; 58. Aschieri-Nurisso (Fiat Ritmo 125) 13'38"; 59. Ferraro-Durantini (Fiat 127 Sport) 13'39"; 60. Bianchi-Peruccchetti (Visa Trophée) 13'42"; 61. Mazière-Bedeau (Renault R11 Turbo) 13'42"; 62. Arrani-Vivaldi (Talbot Sunbeam) 13'43"; 63. Vincenzi-Rabellino (Opel Corsa) 13'45"; 64. Maglione-Pontari (VW Golf GTi) 13'45"; 65. Giamberardino-Breglasco (A/112 Abarth) 13'46"; 66. Ameglio-Rossi (Peugeot 104 ZS) 13'46"; 67. Rossi-Berninsone (Ford Escort XR) 13'46"; 68. Hugo-Ozoux (Opel Ascona) 13'47"; 69. Malacarne-Pastorino (Fiat 127 Sport) 13'47"; 70. Bianchi-Soma (Opel Manta GTE) 13'49"; 71. Kodermac-Cargnel (Ritmo Abarth) 13'49"; 72. Meylan-Bertozzi (Nissan 240 RS) 13'50"; 73. Benza-Begati (Ford Escort XR3) 13'51"; 74' Fantel-Moggia (Alfasud TI) 13'52"; 75. Becucci-Bottai (Ritmo Abarth 13) 13'59"; 76. Cravino-Barberis (Peugeot 104 ZS) 14'04; 77. Rugarli-Lazzarini (Alfasud TI) 14'05"; 78. Bravata-Barbieri (Fiat 127 Sport) 14'06"; 79. Guglielmi-Salvini (Samba Rally) 14'11; 80. Balestrieri-Boscotrecase (Ford Escort XR) 14'12"; 81. Roux-Gabrielly (VW Scirocco) 14'16; 82. Elena-Stuani (Alfasud TI) 14'17; 83. Cappello-Pastorino (Talbot Sunbeam) 14'21; 84. Panza-Vacca (Alfasud Sprint) 14'26"; 85. Peuplier-Sauce (VW Golf GTI) 14'31"; 86. Ferrando-Giotti (Fiat 127 Sport) 14'35"; 87. Biediger-Waldmann (Peugeot 104 ZS) 14'36"; 88. Lambardi-Ficai (Alfasud TI) 14'41"; 89. Bigoni-Bigoni (Renault 5 Alpine) 14'52"; 90. Fidanza-Fanfani (Opel Kadett GTE) 14'56"; 91. Garin-Sattile (Talbot Lotus) 14'58"; 92. Cleris-Tardieu (Peugeot 104 ZS) 15'23"; 93. De Sanctis-Leva (A 112 Abarth) 15'23"; 94. Onorato-Govin (Renault 5 Alpine) 15'26"; 95. Mannucci-Belcari (Lancia Beta Monte-Carlo) 15'46"; 96. Martino-Martina (Ford Escort XR3) 15'46"; 97. Motta-Orsi (Alfasud TI) 22'17"; 98. Porcella De Marco (Alfasud TI) 21'41"; 99. Orengo-Amerio (Peugeot 104 ZS) 33'59".

SS 2: PONTE DEI PASSI-NOBERASC (6.4 miles)
Bettega 7'15"; Alen 7'16"; Biasion 7'16"; Vatanen 7'18"; Vudafieri 7'23"; Nicolas 7'26"; Cunico 7'26"; Tabaton 7'27"; Cerrato 7'33"; Blomqvist 7'34"; Ercolani 8'06"; Del Zoppo 8'07"; Caneva 8'11"; Wambergue 8'20"; **Bentivogli 8'29" (1st Gr. A.)**.

SS 3: LANGAN-C. RISP.GENO (11.9 miles)
Alen 13'07"; Bettega 13'09"; Röhrl 13'09"; Biasion 13'10"; Vatanen 13'12"; Vudafieri 13'13"; Cunico 13'28"; Cerrato 13'31"; Tabaton 13'40"; Blomqvist 13'40"; Ercolani 14'16"; «Ragastas» 14'20"; **Loubet 14'22 (1st Gr. A.)**; Caneva 14'33".

SS 4: BAIARDO-FERALBERGHI RIV. (6.8 miles)
Bettega 7'38"; Alen 7'39"; Biasion 7'43"; Vudafieri 7'45"; Röhrl 7'47"; Vatanen 7'48"; Tabaton 7'52"; Cunico 7'55"; Nicolas 7'57"; Blomqvist 7'58"; Cerrato 7'59"; «Ragastas» 8'21"; **Loubet 8'32"**; (1st Gr. A); Ercolani 8'35"; Caneva 8'35".

SS 5: COLLE D'OGGIA-CHALLENGE (9.8 miles)
Vatanen 10'57"; Vudafieri 10'57"; Bettega 10'58"; Biasion 10'59"; Röhrl 10'59"; Tabaton 11'08"; Blomqvist 11'13"; Cerrato 11'13"; Cunico 11'14"; Nicolas 11'27"; Alen 11'41"; **Loubet 11'54" (1st Gr. A)**; Ercolani 11'59"; Caneva 12'06".

SS 6: PASSO GINESTRO-PEUGEOT TALBOT (7.9 miles)
Biasion 8'23; Vudafieri 8'26"; Alen 8'27"; Tabaton 8'28"; Bettega 8'28"; Cunico 8'30"; Vatanen 8'32"; Röhrl 8'33"; Blomqvist 8'48"; Cerrato 8'53"; Nicolas Ercolani 9'21"; Caneva 9'28".

STANDING AT THE END OF THE 1ST LEG

1. Biasion-Siviero, (Lancia Rally), 58'23 (1st Gr. A); 2. Bettega-Perissinot, (Lancia Rally), 58'24; 3. Vatanen-Harryman, (Peugeot 205 Turbo 16), 58'46"; 4. Vudafieri-Pirollo, (Lancia Rally), 58'46"; 5. Cunico-Pirollo, (Lancia Rally), 59'36"; 6. Tabaton-Tedeschini, (Lancia Rally), 59'36"; 7. Alen-Kivimaki, (Lancia Rally), 1 h 00'04"; 8. Röhrl-Geistdorfer, (Audi Quattro), 1 h 00'12"; 9. Cerrato-Cerri, (Opel Manta 400), 1 h 00'17"; 10. Blomqvist-Cederberg, (Audio Quattro), 1 h 00'21"; 11. Nicolas-Pasquier, (Peugeot 205 Turbo 16), 1 h 03'54; 12. Ercolani-Amati, (Opel Ascona 400), 1 h 04'13"; 13. Del Zoppo-Tognana, (Samba Rallye), 1 h 04'39"; 14. Caneva-Robbia, (Visa 1000 Pistes), 1 h 04'41"; **15. Loubet-Merigot, (Alfa Romeo Alfetta GTV6), 1 h 04'52"** (1st Gr. A); 16. Brundel-Diekmann, (VW Golf GTI), 1 h 05'52", 17. Kalnay-Zementher, (Opel Ascona 400), 1 h 06'23"; 18. Wambergue-Laverne, (Visa 1000 Pistes), 1 h 06'24"; 19. Chomat-Breton, (Visa 1000 Pistes), 1 h 06'43"; 20. Bentivogli-Evangelisti, (Alfa Romeo Alfetta GTV6), 1 h 06'57"; 21. Rio-Vieu, (Visa 1000 Pistes), 1 h 07'03".

SS 7: SANTA LUCE (CANCELLED)
SS 8: RIPARBELLA-CHALLENGE CHA (7.6 miles)
Vatanen 9'11"; Alen 9'19"; Röhrl 9'22"; Bettega 9'24"; Blomqvist 9'24"; Biasion 9'28"; Nicolas 9'41"; Tabaton 9'46"; Vudafieri 9'49"; Rio 9'56"; Cerrato 9'58"; Cunico 9'58"; Chomat 9'59"; Caneva 10'03"; **Grundel 10'03" (1st Gr. A)**.

SS 9: CERRETO ACI-FIN PISA (4.4 miles)
Vatanen 4'00; Alen 4'04"; Blomqvist 4'04"; Röhrl 4'05"; Biasion 4'07"; Nicolas 4'12"; Vudafieri 4'13"; Bettega 4'14"; Tabaton 4'19"; Cunico 4'20"; Cerrato 4'24"; **Grundel 4'30" (1st Gr. A)**; Chomat 4'32"; Rio 4'33"; Caneva 4'36".

SS 10: ANQUA-FIAMM (7.4 miles)
Vatanen 7'45"; Röhrl 7'50"; Blomqvist 7'52"; Alen 7'53"; Nicolas 8'01"; Biasion 8'10"; Vudafieri 8'15"; Tabaton 8'19"; Cunico 8'20"; Cerrato 8'22"; Bettega 8'24"; **Grundel 8'26" (1st Gr. A)**; Chomat 8'30"; Caneva 8'34".

SS 11: LA SELVA-SIEM (7.3 miles)
Vatanen 7'51"; Blomqvist 7'57"; Röhrl 7'59"; Alen 8'01"; Biasion 8'11"; Bettega 8'13"; Nicolas 8'15"; Vudafieri 8'16"; Tabaton 8'22"; Cunico 8'26"; **Grundel 8'40" (1st Gr. A)**; Chomat 8'40"; Cerrato 8'45"; Wambergue 8'50"; Caneva 8'51".

SS 12: CHIUSDINO-PEUGEOT TALBOT (10.8 miles)
Vatanen 11'25"; Röhrl 11'36"; Alen 11'45"; Blomqvist 11'46"; Vudafieri 11'55"; Nicolas 12'09"; Bettega 12'09"; Biasion 12'17"; Tabaton 12'20"; Cunico 12'20"; Cerrato 12'23"; **Grundel 12'40" (1st Gr. A)**; Chomat 12'43"; Loubet 12'51"; Caneva 12'55".

SS 13: MONTEPESCINI-CASINO DI (6.6 miles)
Vatanen 5'56"; Blomqvist 5'57"; Röhrl 5'58"; Alen 6'01"; Vudafieri 6'11"; Bettega 6'13"; Nicolas 6'14"; Biasion 6'16"; Tabaton 6'19"; Cunico 6'23"; **Grundel 6'27" (1st Gr. A)**; Chomat 6'38"; Loubet 6'42"; Del Zoppo 6'44".

SS 14: MURLO-INFOTEC (4.7 miles)
Röhrl 4'10"; Vatanen 4'11"; Blomqvist 4'11"; Nicolas 4'13"; Vudafieri 4'16"; Bettega 4'15"; Biasion 4'15"; Alen 4'16"; Tabaton 4'17"; Cunico 4'20"; Cerrato 4'25"; **Grundel 4'29" (1st Gr. A)**; Chomat 4'34"; Hopfer 4'36"; Caneva 4'37".

SS 15: CASTEL GIOCONDO-BRUNELLO (14 miles)
Vatanen 13'04"; Röhrl 13'07"; Blomqvist 13'11"; Alen 13'29"; Biasion 13'32"; Bettega 13'32"; Vudafieri 13'37"; Nicolas 13'40"; Cunico 13'49"; Tabaton 13'50"; Cerrato 14'04"; **Grundel 14'25 (1st Gr. A)**; Chomat 14'37"; Wambergue 15'02".

SS 16: CASTIGLIONE - A'C' SANREM (7.8 miles)
Vatanen 7'45"; Röhrl 7'53"; Blomqvist 7'54"; Alen 8'05"; Biasion 8'06"; Nicolas 8'07"; Bettega 8'09"; Vudafieri 8'13"; Tabaton 8'24"; Cunico 8'27"; **Grundel 8'44" (1st Gr. A)**; Caneva 8'46"; Chomat 8'48"; Wambergue 8'50"; Grissmann 8'58".

SS 17: CASTIGLIONCELLO - A.C. S (6.5 miles)
Blomqvist 6'45"; Vatanen 6'45"; Röhrl 6'46"; Alen 6'52"; Nicolas 6'55"; Bettega 7'01"; Vudafieri 7'02"; Cunico 7'04"; Biasion 7'05"; Tabaton 7'11"; Cerrato 7'12"; Wambergue 7'22"; **Grundel 7'23" (1st Gr. A)**; Chomat 7'23"; Escolani 7'24".

SS 18: MONTICCHIELLOB-B.P. DELL (7.8 miles)
Blomqvist 7'42"; Röhrl 7'44"; Vatanen 7'46"; Alen 7'48"; Vudafieri 8'01"; Bettega 8'04"; Biasion 8'06"; Nicolas 8'07"; Cunico 8'09"; Cerrato 8'10"; **Grundel 8'20" (1st Gr. A)**; Tabaton 8'22"; Caneva 8'24"; Chomat 8'29"; Rayneri 8'33".

SS 19: LUCIGNANO - OPEL GM (15.3 miles)
Vatanen 12'26"; Blomqvist 12'27"; Alen 12'30"; Röhrl 12'31"; Biasion 12'47"; Bettega 12'55"; Tabaton 13'06"; Cunico 13'09"; Cerrato 13'14"; Nicolas 13'22"; **Grundel 13'40" (1st Gr. A)**; Chomat 14'00"; Wambergue 14'03"; Kalnay 14'05".

SS 20: CASTELGIO CONDO-BRUNELLO (14.1 miles)
Vatanen 12'45"; Röhrl 12'48"; Blomqvist 13'00"; Alen 13'08"; Bettega 13'13"; Biasion 13'18"; Tabaton 13'38"; Nicolas 13'38"; Cunico 13'38"; Cerrato 13'53"; **Grundel 14'21" (1st Gr. A)**; Chomat 14'27"; Ercolani 14'44"; Caneva 14'48".

SS 21: CASTIGLIONE - A.C. SANREM (7.8 miles)
Vatanen 7'49"; Röhrl 7'56"; Blomqvist 7'57"; Alen 8'05"; Biasion 8'06"; Bettega 8'06"; Nicolas 8'16"; Tabaton 9'22"; Cunico 8'23"; Cerrato 8'30"; **Grundel 8'53" (1st Gr. A)**; Caneva 8'54"; Chomat 8'55"; Ercolani 9'01".

SS 22: MONTICCHIELLO-B.P. DELL (7.8 miles)
Vatanen 7'36"; Röhrl 7'38"; Alen 7'42"; Biasion 7'45"; Blomqvist 4'49"; Bettega 7'50"; Tabaton 8'09"; Cerrato 8'14"; Nicolas 8'16"; **Grundel 8'28" (1st Gr. A)**; Caneva 8'33"; Chomat 8'34"; Cunico 8'39"; Ercolani 8'43"; Wambergue 8'51".

SS 23: LUCIGNANO - OPEL GM (9.3 miles)
Vatanen 12'17"; 2. Röhrl 12'19"; Alen 12'30"; Blomqvist 12'21"; Biasion 12'39"; Bettega 12'46"; Tabaton 13'00"; Cunico 13'00"; Cerrato 13'24"; Nicolas 13'30"; **Grundel 13'58" (1st Gr. A)**; Ercolani 14'10"; Chomat 14'18"; Caneva 14'22"; Wambergue 14'41".

SS 24: (7.2 miles)
1. Vatanen 7'19"; 2. Röhrl 7'33"; 3. Blomqvist 7'35"; 4. Alen 7'36"; 5. Biasion 7'37"; 6. Tabaton 8'00"; 7. Nicolas 8'04"; 8. Cerrato 8'04"; 9. Cunico 8'06"; 10. Bettega 7'53".

STANDING AT THE END OF THE 2ND LEG

1. Vatanen-Harryman, (Peugeot 205 Turbo 16), 3 h 24'37" (1st Gr. A); 2. Röhrl-Geistdorfer, (Audi Quattro), 3 h 27'27"; 3. Blomqvist-Cederberg, (Audio Quattro), 3 h 28'23"; 4. Alen-Kivimaki, (Lancia Rally), 3 h 29'08"; 5. Biasion-Siviero, (Lancia Rally), 3 h 30'09"; 6. Bettega-Perissinot, (Lancia Rally), 3 h 30'30"; 7. Tabaton-Tedeschini, (Lancia Rally), 3 h 25'20"; 8. Nicolas-Pasquier, (Peugeot 205 Turbo 16), 3 h 38'34"; 9. Cerrato-Cerri, (Opel Manta 400), 3 h 41'40"; 10. Cunico-Seghedoni, (Lancia Rally), 3 h 46'07"; 11. **Grundel-Diekmann, (VW Golf GTI), 3 h 47'46" (1st Gr. A)**; 12. Chomat-Breton, (Visa 100 Pistes),n, 3 h 50'39"; 13. Caneva-Raggia, (Visa 1000 Pistes), 3 h 50'39"; 14. Ercolani-Amati (Opel Ascona 400), 3 h 52'59"; 15. Kalnay-Zehentner, (Opel Ascona 400), 3 h 57'02"; **21. Chiti-Boretti, (Ritmo Abarth 130 TC), 4 h 10'29" (1st Gr. N)**.

SS 25: LA SELVA - INFOTEC (7.3 miles)
Vatanen 7'52"; Blomqvist 8'01"; Röhrl 8'02"; Alen 8'05"; Biasion 8'15"; Bettega 8'21"; Nicolas 8'22"; Tabaton 8'30"; Cunico 8'38"; Cerrato 8'39"; Caneva 8'50"; Chomat 8'52"; Wambergue 8'59"; **Grundel 9'03" (1st Gr. A)**; Grissmann 9'07".

SS 26: (CANCELLED)

SS 27: MONTEPESCINI-CASINO SAN (6.6 miles)
Röhrl 5'48"; Vatanen 5'49"; Blomqvist 5'53"; Biasion 6'07"; Bettega 6'04"; Nicolas 6'12"; Cunico 6'12"; Cerrato 6'21"; Tabaton 6'31"; **Grundel 6'32" (1st Gr. A)**; Chomat 6'36"; Caneva 6'37"; Alen 6'41"; Wambergue 6'43"; Rayneri 6'49".

SS 28: MURLO - CHALLENGE CHAMPI (4.7 miles)
Blomqvist 3'58"; Vatanen 4'00"; Röhrl 4'02"; Nicolas 4'07"; Biasion 4'08"; Bettega 4'10"; Tabaton 4'14"; Cunico 4'15"; Cerrato 4'19"; **Grundel 4'26" (1st Gr. A)**; Wambergue 4'27"; Caneva 4'28"; Chomat 4'29"; Kalnay 4'34"; Rayneri 4'38".

SS 29: SS MARIE-HP AUDI (7.2 miles)
Vatanen 7'04"; Blomqvist 7'06"; Röhrl 7'15"; Biasion 7'23"; Nicolas 7'33"; Bettega 7'34"; Cunico 7'43"; Cerrato 7'45"; Tabaton 7'47"; Chomat 7'54"; Caneva 7'58"; **Grundel 8'04" (1st Gr. A)**; Wambergue 8'05"; Ercolani 8'15"; Rayneri 8'19".

SS 30: MONTE S. SAVINO HOTEL CON (8.2 miles)
Röhrl 7'24"; Vatanen 7'27"; Blomqvist 7'30"; Biasion 7'39"; Nicolas 7'42"; Bettega 7'49"; Cunico 7'54"; Tabaton 7'57"; Cerrato 8'09"; Chomat 8'21"; **Grundel 8'24" (1st Gr. A)**; Caneva 8'27"; Kalnay 8'28"; Wambergue 8'30"; Ercolani 8'33".

SS 32: MONTELUCO - A7 AGRIC. S (6.8 miles)
Vatanen 7'37"; Röhrl 7'40"; Blomqvist 7'41"; Bettega 7'44"; Biasion 7'48"; Cunico 7'51"; Tabaton 7'58"; Nicolas 7'59"; Cerrato 8'07"; Chomat 8'11"; **Grundel 8'13" (1st Gr. A)**; Wambergue 8'15"; Kalnay 8'22"; Rayneri 8'28"; Grissmann 8'37".

SS 33: CATIGNANO - CASTELLO DI A (9.4 miles)
Vatanen 8'31"; Röhrl 8'37"; Blomqvist 8'40"; Biasion 8'42"; Bettega 8'42"; Cunico 8'59"; Tabaton 9'01"; Nicolas 9'04"; Cerrato 9'06"; **Grundel 9'27" (1st Gr. A)**; Chomat 9'32"; Ercolani 9'39"; Wambergue 9'41"; Rayneri 9'43"; Kalnay 9'48".

SS 34: S. FEDELE - FATTORIA DI (?.? miles)
Vatanen 6'38"; Röhrl 6'41"; Blomqvist 6'44"; Bettega 6'46"; Biasion 6'46"; Cunico 6'55"; Nicolas 7'07"; Tabaton 7'09"; Cerrato 7'11"; Chomat 7'15"; **Grundel 7'17" (1st Gr. A)**; Wambergue 7'31"; Rayneri 7'34"; Ercolani 7'36"; Kalnay 7'37".

SS 35: LORNANO (6.1 miles)
Vatanen 7'34"; Röhrl 7'35"; Blomqvist 7'35"; Biasion 7'41"; Bettega 7'42"; Cunico 7'42"; Tabaton 8'00"; Nicolas 8'07"; Cerrato 8'08"; Chomat 8'15"; **Grundel 8'26" (1st Gr. A)**; Wambergue 8'30"; Ercolani 8'33"; Rayneri 8'36"; Kalnay 8'40"; Grissman 8'47".

SS 36: PALAGIONE - SECUMARK (5.8 miles)
Vatanen 7'01"; Blomqvist 7'08"; Nicolas 7'12"; Röhrl 7'13"; Biasion 7'23"; Bettega 7'24"; Cunico 7'29"; Tabaton 7'37"; Cerrato 7'39"; Chomat 7'41"; **Grundel 7'49" (1st Gr. A)**; Wambergue 7'49"; Rayneri 8'01"; Ercolani 8'13"; Kalnay 8'21".

SS 37: ULIGNANO - CASSA RISP. P (10.2 miles)
Vatanen 11'10"; Blomqvist 11'21"; Röhrl 11'25"; Biasion 11'31"; Nicolas 11'33"; Bettega 11'36"; Cunico 11'46"; Tabaton 11'52"; Chomat 12'00"; Cerrato 12'13"; Wambergue 12'20"; **Grundel 12'21" (1st Gr. A)**; Rayneri 12'37"; Kalnay 12'45"; Grissmann 13'01".

SS 38: GHIZZANO - FIAMM (8.2 miles)
Vatanen 8'14"; Röhrl 8'16"; Blomqvist 8'20"; Biasion 8'28"; Bettega 8'33"; Cunico 8'45"; Tabaton 8'46"; Cerrato 8'54"; Nicolas 9'17"; Wambergue 9'31"; **Grundel 9'35" (1st Gr. A)**; Rayneri 9'47"; Ercolani 9'47"; Grissmann 9'57".

SS 39: PALAGIONE - SECURMARK (5.8 miles)
Vatanen 7'00"; Blomqvist 7'06"; Röhrl 7'08"; Biasion 7'13"; Bettega 7'19"; Nicolas 7'23"; Tabaton 7'25"; Cunico 7'26"; Cerrato 7'33"; Wambergue 8'06"; **Grundel 8'07" (1st Gr. A)**; Grissmann 8'11"; Rayneri 8'18"; Ercolani 8'24"; Ercolani 8'24". «Tchine» 8'31".

SS 40: OLIGNANI-CASSA RISP. P (10.2 miles)
Vatanen 11'06"; Röhrl 11'18"; Blomqvist 11'19"; Biasion 11'19"; Bettega 11'29"; Cunico 11'37"; Tabaton 11'42"; Nicolas 11'47"; Cerrato 11'58"; **Grundel 12'41" (1st Gr. A)**; Wambergue 12'42"; Rayneri 12'46"; Kalnay 12'51"; Grissmann 12'56"; Ercolani 13'01"; «Tchine» 13'22".

SS 41: GHIZZANO - FIAMM (8.2 miles)
Vatanen 8'10"; Röhrl 8'17"; Biasion 8'26"; Bettega 8'30"; Tabaton 8'44"; Cunico 8'46"; Nicolas 8'48"; Cerrato 8'52"; **Grundel 9'26" (1st Gr. A)**; Wambergue 9'34"; Grissmann 9'41"; Ercolani 9'47"; Rayneri 9'51"; Kalnay 9'54"; «Tchine» 10'03".

STANDING AT THE END OF THE 4TH LEG

1. Vatanen-Harryman (Peugeot 205 T 16) 6 h 38'59" (1st Gr. B); 2. Röhrl-Geistdorfer (Audi Quattro) 6 h 43'44"; 3. Biasion-Siviero (Lancia Rally) 6 h 47'22"; 4. Bettega-Perissinot (Lancia Rally) 6 h 47'47"; 5. Tabaton-Tedeschini (Lancia Rally) 7 h 00'09"; 6. Nicolas-Pasquier (Peugeot 205 T 16) 7 h 02'28"; 7. Cerrato-Cerri (Opel Manta 400) 7 h 07'45"; 8. **Grundel-Diekmann (VW Golf GTI) 7 h 28'56" (1st Gr. A)**; 9. Ercolani-Amati (Opel Ascona 400) 7 h 34'17"; 10. Kalnay-Zehentner (Opel Ascona 400) 7 h 41'17"; 11. Rayneri-Bartolich (Ritmo Abarth 130) 7 h 47'15"; 12. Grissmann-Pattermann (Audio Quattro 80) 7 h 52'17"; 13. Cravero-Mandrile (Opel Manta GTE) 8 h 02'26"; 14. «Tchine»-Borie (Opel Manta GTE) 8 h 04'11"; 15. **Fabbri-Bosco (Ritmo Abarth 130) 8 h 04'22" (1st Gr. N).**

SS 42: DESERTO - AUTOBIANCHI A1 (4.4 miles)
Vatanen 5'21"; Biasion 5'22"; Bettega 5'28"; Cunico 5'33"; Röhrl 5'34"; Tabaton 5'36"; Cerrato 5'39"; Nicolas 5'50"; **Grundel 6'07" (1st Gr. A)**; Wambergue 6'11"; Rayneri 6'12"; Ercolani 6'18"; Kalnay 6'18"; Recordati 6'28"; Cravero 6'30".

SS 43: MELOGNO-C. RISP. GENOVA E (4 miles)
Vatanen 4'58"; Röhrl 4'58"; Biasion 4'59"; Bettega 5'02"; Cunico 5'03"; Nicolas 5'05"; Cerrato 5'08"; Tabaton 5'09"; Ercolani 5'36"; Wambergue 5'38"; Kalnay 5'38"; **Grundel 5'40" (1st Gr. A)**; Rayneri 5'41"; Recordati 5'42"; Rossi 5'45".

SS 44: SCRAVAION - FIAMM (6.3 miles)
Röhrl 6'27"; Biasion 6'34"; Bettega 6'35"; Cunico 6'37"; Vatanen 6'40"; Cerrato 6'45"; Tabaton 6'45"; Nicolas 6'52"; Ercolani 7'18"; Kalnay 7'25"; Wambergue 7'26"; **Grundel 7'26" (1st Gr. A)**; Rayneri 7'34"; Recordati 7'36"; Rossi 7'46".

SS 45: COLLE DI COSIO - IMPERIA (12.5 miles)
Röhrl 13'56"; Vanaten 14'07"; Biasion 14'11"; Cunico 14'14"; Bettega 14'23"; Tabaton 14'28"; Cerrato 14'51"; Nicolas 14'53"; **Grundel 15'44" (1st Gr. A)**; Ercolani 15'53"; Rayneri 16'19"; Kalnay 16'25"; Cravero 16'36"; Rossi 16'45"; **Fabbri 16'46 (1st Gr. N).**

SS 46: PORTE DEI PASSI - CHALLE (6.4 miles)
Biasion 7'29"; Vatanen 7'33"; **Bettega 7'33"**; Röhrl 7'40"; Tabaton 7'40"; Nicolas 7'54"; Cerrato 8'00"; Ercolani 8'36"; Kalnay 8'43"; Recordati 8'52"; Rayneri 8'55" **(1st Gr. A)**; Grundel 8'58"; Meylan 9'02"; Fabbri 9'12" **(1st Gr. N)**; Cravero 9'17".

SS 47: LANGAN - AUTOBREZZA S. RE (11.9 miles)
Bettega 13'18"; Biasion 13'23"; Röhrl 13'28"; Tabaton 13'40"; Vatanen 13'44"; Cerrato 13'59"; Nicolas 14'23"; Ercolani 15'04"; **Grundel 15'22" (1st Gr. A)**; Kalnay 15'28"; Recordati 15'47"; **Chiti 16'09" (1st Gr. N)**; Fabbri 16'15"; Meylan 16'16"; Cravero 16'18"; «Tchine» 16'24.

STANDING AT THE END OF THE 3RD LEG

1. Vatanen-Harryman (Peugeot 205 T 16), 5 h 19'48" (1st Gr. A); 2. Röhrl-Geistdorfer (Audi Quattro), 4'22"; 3. Biasion-Siviero (Lancia Rally), 9'07"; 4. Bettega-Perissinot (Lancia Rally), 10'27"; 5. Tabaton-Tedeschini (Lancia Rally), 18'45"; 6. Nicolas-Pasquier (Peugeot 205 T 16), 20'59"; 7. Cerrato-Cerri (Opel Manta 400), 26'46"; 8. Cunico-Sghedoni (Lancia Rally), 28'32"; 9. **Grundel-Diekmann (VW Golf GTI), 37'49" (1st Gr. A)**; 10. Ercolani-Amati (Opel Ascona 400), 47'34".

SS 48: PASSO (14.5 miles)
Bettega 15'39"; Biasion 15'43"; Röhrl 15'54"; Tabaton 16'06"; Vatanen 16'08"; Cerrato 16'35"; Nicolas 16'38"; Ercolani 17'40"; Kalnay 18'19"; **Chiti 18'48" (1st Gr. N)**; Fabbri 18'52"; **«Tchine» 19'03" (1st Gr. A)**; Cravero 19'04"; Rossi 19'20"; Francia 19'26".

SS 49: RONDE - LANCIA DELTA (29.0 miles)
Biasion 38'58"; Bettega 38'59"; Röhrl 39'43"; Vatanen 40'07"; Nicolas 40'41"; Tabaton 40'41"; **Grundel 40'41" (1st Gr. A)**; «Tchine» 40'41"; Ercolani 40'41"; Rayneri 40'41"; Serena 40'41"; Cravero 40'41"; Recordati 40'41"; Kalnay 40'41"; Meylan 40'41".

SS 50: ROMOLO - LANCIA PRISMA (21.8 miles)
Bettega 27'19"; Tabaton 28'27"; Biasion 20'30"; Vatanen 28'50"; Ercolani 29'13"; Nicolas 29'33"; **Grundel 30'12" (1st Gr. A)**; Cravero 30'28"; Rayneri 30'45"; Kalnay 30'51"; **Fabbri 31'03" (1st Gr. N)**; «Tchine» 31'23"; Chiti 31'30"; Porcellana 31'40"; Francia 31'51".

SS 51: CARPASIO - FIAT UNO (13.6 miles)
Vatanen 8'34". Bettega 8'35"; Biasion 8'40"; Tabaton 9'02"; Nicolas 9'19"; Ercolani 9'31"; **Grundel 9'43" (1st Gr. A)**; Kalnay 10'02"; Rayneri 10'11"; Francia 10'17"; **Porcellana 10'17" (1st Gr. N)**; «Tchine» 10'18"; Meylan 10'21"; Fabbri 10'22"; Chiti 10'22".

SS 52: PONTE DEI PASSI - FIAT P (6.4 miles)
Biasion 8'01"; Bettega 8'03"; Vatanen 8'29"; Tabaton 8'31"; Nicolas 8'52"; **Grundel 9'18" (1st Gr. A)**; Cravero 9'29"; «Tchine» 9'31"; Kalnay 9'33". Ercolani 9'35". **Chiti 9'36"**; Fabbri 9'37"; Porcellana 9'40"; Francia 9'41"; Rayneri 9'53".

SS 53: CARPASIO - FIAT REGATA (13.6 miles)
Biasion 8'31"; Bettega 8'33"; Vatanen 8'47"; Nicolas 8'59"; Tabaton 9'04"; **Grundel 9'39" (1st Gr. A)**; Cravero 10'02"; Francia 10'08"; «Tchine» 10'12"; Kalnay 10'12"; **Porcellana 10'12" (1st Gr. N)**; Fabbri 10'17"; Chiti 10'20"; Ercolani 10'21"; Grissmann 10'22".

SS 54: PONTE DEI PASSI - FIAT R (6.4 miles)
Bettega 7'55"; Vatanen 7'56"; Tabaton 8'15"; Nicolas 8'27"; **«Tchine» 9'10" (1st Gr. A)**; Alberi 9'10"; Grundel 9'13"; Cravero 9'16"; **Fabbri 9'16" (1st Gr. N)**; Ercolani 9'18"; Francia 9'16"; Kalnay 9'22"; Rayneri 9'24"; Porcellana 9'24"; Chiti 9'26".

SS 55: LANGAN - CHALLENGE CHALL (11.9 miles)
Bettega 14'15"; Vatanen 14'18"; Tabaton 14'56"; Biasion 14'59"; Nicolas 15'52"; **Cravero 16'13" (1st Gr. A)**; Porcellana 16'24"; «Tchine» 16'28"; Ercolani 16'39"; Rayneri 16'40"; Francia 16'44"; Grissmann 16'49".

SS 56: BAIARDO - FIAT ARGENTA (6.8 miles)
Bettega 8'25"; Vatanen 8'34"; Biasion 8'36"; Tabaton 8'48"; Nicolas 9'05"; **«Tchine» 9'25" (1st Gr. A)**; Kalnay 9'30"; Grundel 9'32"; Grissmann 9'39"; Cravero 9'41"; Francia 9'43"; **Fabbri 9'49" (1st Gr. N)**; Rayneri 9'50"; Porcellana 10'00"; Ricci 10'02"; Meylan 10'03".

TECHNICAL DATA

- **26th San Remo Rally.**
- **September 30th — October 5th 1984.**
- **9th round of World Rally Championship for makes.**
- **10th round of World Rally Championship for drivers.**
- **Start and finish at San Remo (Italy).**
- Five legs totalling 1,633 miles of which 517 miles in 56 special stages. 54 actually covered. (498 miles). 35 gravel special stages totalling 294 miles, 33 actually covered (275 miles). 21 tarmac special stages totalling 223 miles.

BEST RESULTS

	1	2	3	4	5	6	A	B
Vatanen	31	10	3	4	4	1	3	54
Bettega	8	6	4	8	10	15	51	54
Röhrl	7	19	12	5	2	—	45	47
Biasion	6	5	8	13	13	—	48	54
Blomqvist	3	10	15	3	1	—	32	38
Alen	1	4	5	11	—	—	21	24
Vudafieri	1	1	—	1	5	2	10	17
Tabaton	—	1	2	7	4	4	18	54
Cunico	—	—	—	3	1	11	15	43
Tchine	—	—	—	—	2	1	3	54
Ercolani	—	—	—	—	2	1	3	54

A: Number of placings in first 6.
B: Number of special stages covered.

PAST RESULTS

(Last 10 editions)
1974: Munari/Mannucci (Lancia Stratos).
1975: Waldegaard/Thorszelius (Lancia Stratos).
1976: Waldegaard/Thorszelius (Lancia Stratos).
1977: Andruet/Delferier (Fiat 131 Abarth).
1978: Alen/Kivimaki (Lancia Stratos).
1979: «Tony» /Mannini (Lancia Stratos).
1980: Röhrl/Geistdorfer (Fiat 131 Abarth).
1981: Mouton/Pons (Audi Quattro).
1982: Blomqvist/Cederberg (Audi Quattro).
1983: Alen/Kivimaki (Lancia Rally).

MAIN RETIREMENTS

Rio/Vieu (Citroën 1000 Pistes), accident, SS 10.
Loubet/Merigot (Alfetta GIV 6), accident, SS 19.
Alen/Kivimaki (Lancia Martini), engine, SS 27.
Caneva/Roggia (Citroën Visa 1000 Pistes), engine, SS 38.
Chomat/Breton (Citroën Visa 1000 Pistes), engine, SS 38.
Blomqvist/Cederberg (Audi Quattro Sport), engine, SS 41.
Wambergue/Laverne (Citroën Visa 1000 Pistes), transmission, SS 45.
Cunico/Sghedoni (Lancia Rally), accident, SS 46.
Cerrato/Cerri (Opel Manta 400), accident, SS 49.
Röhrl/Geistdorfer (Audi Quattro Sport), accident, ss 50.

FEATURES

Rally:
- The Rally went through Sienna for the first time.

Drivers:
- 1st retirement of the season for Markku Alen.

WORLD RALLY CHAMPIONSHIP (makes)

(Results after 9 out of 10 rounds — Monte Carlo, Portugal, Safari, Corsica, Acropolis, New Zealand, Argentina, 1000 Lakes and San Remo)

1. Audi	18	18	14	(10)	18	18	18	12	(7)	=	116	(134)
2. Lancia	(10)	16	12	18	14	16	—	16	16	=	108	(118)
3. Peugeot	—	—	—	12	—	—	10	18	18	=	58	
4. Renault	12	10	—	14	—	—	15	4	—	=	15	
5. Toyota	—	10	18	—	—	10	—	10	—	=	48	
6. Nissan	2	—	10	—	8	12	—	6	—	=	38	
Opel	—	—	16	2	—	—	11	2	7	=	38	
8. VW	9	12	—	—	—	—	—	—	13	=	34	
9. Subaru	—	—	—	—	—	11	—	—	—	=	11	
10. Alfa Romeo	—	—	—	9	—	—	—	—	—	=	9	
11. Fiat	—	—	—	—	—	—	—	9	—	=	9	
12. Ford	—	—	—	—	—	6	—	—	—	=	6	
13. Citroën	—	4	—	—	—	—	—	—	—	=	4	
14. Vauxhall	—	2	—	—	—	—	—	—	—	=	2	
Mazda	—	—	—	—	2	—	—	—	—	=	2	
Mitsubishi	—	—	—	—	—	2	—	—	—	=	2	

SUCCESSIVE LEADERS

SS 1-3: Biasion.
SS 4 and 5: Bettega.
SS 6: Biasion.
(SS 7 cancelled).
SS 8: Bettega.
SS 9-56 (finish): Vatanen.

IMPORTANT FACT

- 2nd consecutive victory of the season for Vatanen/Harryman and the Peugeot 205 Turbo 16.

WORLD RALLY CHAMPIONSHIP (drivers)

(Results after 10 rounds — Monte Carlo, Sweden, Portugal, Safari, Corsica, Acropolis, New Zealand, Argentina, 1000 Lakes and San Remo)

1. Blomqvist	**15**	**20**	—	—	**8**	**20**	**20**	**20**	**10**	—	= **113**
2. Alen	3	—	15	10	10	12	15	—	15	—	= 90
3. Mikkola	12	—	20	12	—	15	12	15	—	—	= 86
4. Bettega	8	—	12	—	4	10	—	—	—	15	= 49
5. Biasion	6	—	10	—	15	—	—	—	—	12	= 43
6. Vatanen	—	—	—	—	—	—	—	—	20	20	= 40
7. Waldegaard	—	—	—	20	—	—	8	—	—	—	= 28
8. Röhrl	20	—	6	—	—	—	—	—	—	—	= 26
9. Salonen	1	—	—	4	—	6	10	—	—	—	= 21
10. Ragnotti	—	—	8	—	12	—	—	—	—	—	= 20

11. Per Eklund and Jean-Pierre Nicolas (F) 18; 13. Michèle Mouton (F) and Rauno Aaltonen (SF) 15; 15. Shekhar Mehta (EAK), Jorge Recalde (RA), Henri Tolvonen (SF) and Kalle Grundel (S) 12; 19. Jean-Luc Thérier (F), Mats Jonsson (S), Mario Stillo (RA) and Fabrizio Tabaton (I) 10; 23. Lars-Erik Torph (S), John Buffum (USA), Yasuhiro Iwase (EAK) and Juha Kankkunen (SF) 8; 27. Björn Johansson (S), Vic Preston Jr (EAK), Jean-Claude Andruet (F), Reg Cook (NZ) and Miguel Torras (RA) 6; 32. Kenneth Eriksson (S), Bernard Darniche (F), Malcolm Stewart (NZ), Carlos Bassi (RA), Erkki Pittkanen (SF) and Massimum Ercolani (I) 4; 38. Stig Andervang (S), Jorge Ortigao (P), Frank Wittmann (A), François Chatriot (F), Georg Moshous (GR), Yoshio Iwashita (J), Possum Bourne (NZ), Hugo Hernandez (RA), Bruno Saby (F) and Gerhard Kalnay (A) 3; 48. Gunnar Petterson (S), Christian Dorche (F), Guy Fréquelin (F), Achim Warmbold (D), Tony Teesdale (NZ), Peter Nonnenacher (RA), Jouko Pysti (SF) and Rayneri (I) 2; 56. Jerry Ahlin (S), Russell Gooding (GB), Baslie Criticos (EAK), Yves Loubet (F), Blair Robson (NZ), Walter d'Agostini (RA), Kalevi Aho (SF) and Werner Grissman (A) 1. 63 pilots listed.

OVERALL RESULTS

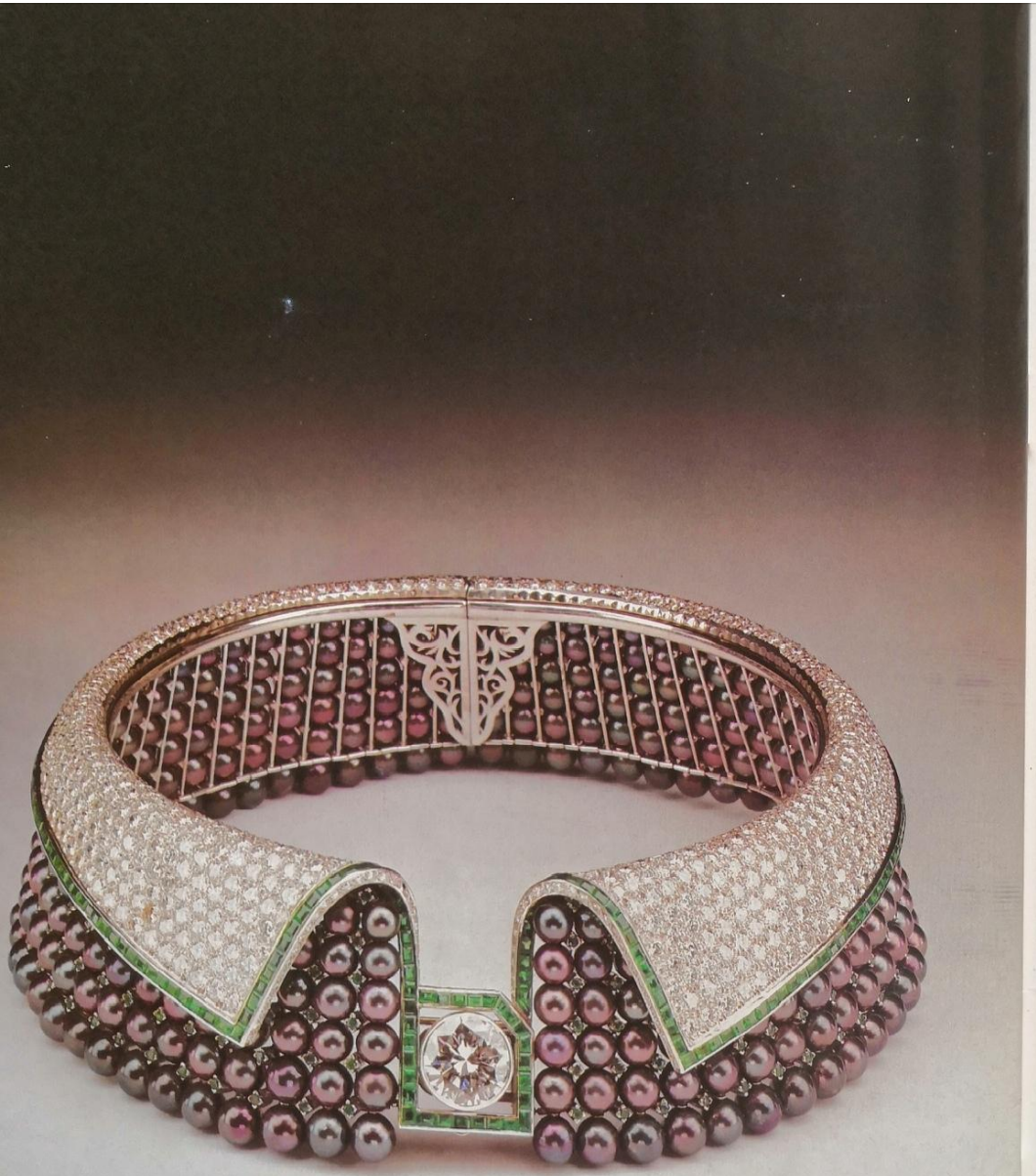
1. Vatanen/Harryman	**Peugeot 205 Turbo 16**	**8 hours 44 m 34 s (1st Gr. B)**
2. Bettega/Perissinot	Lancia Martini	8 hours 50 m 01 s
3. Biasion/Siviero;	Lancia Rally	8 hours 53 m 58 s
4. Tabaton/Tedeschini	Lancia Rally	9 hours 07 m 53 s
5. Nicolas/Pasquier	Peugeot 205 Turbo 16	9 hours 13 m 16 s
6. Grundel/Diekmann	**VW Golf GTI**	**9 hours 43 m 30 s (1st Gr. A)**
7. Ercolani/Amati	Opel Ascona 400	9 hours 50 m 02 s
8. Kalnay/Zehentner	**Open Ascona 400**	**9 hours 57 m 47 s (1st promotion)**
9. Rayneri/Bartolich	Fiat Ritmo	10 hours 05 m 05 s
10. Grissmann/Patterman	Audi 80 Quattro	10 hours 13 m 23 s
11. «Tchine»/Borie	Opel Manta	10 hours 21 m 19 s
12. Fabbri/Bosco	**Fiat Ritmo 130 Abarth**	**10 hours 21 m 48 s (1st Gr. N)**

Audi Quattro Sport N°2 (A. Marzoli)

STIG BLOMQVIST WON 3 SPECIAL STAGES BEFORE HE RE TIRED AT ES 41 - ENGINE

Peugeot 205 Turbo 16 N°3 (C. Chiquello)

VATANEN TOOK THE LEAD AT SS 9 OF THE SAN REMO RALLY AND HELD ON TO IT - HIS 2nd WIN IN A ROW



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NOTTINGHAMSHIRE MAN WINS SPECIAL GRAND PRIX COMPETITION PRIZE

As most readers will know, the British Grand Prix issue contained a competition designed to test the depth of knowledge of the post-war Grand Prix scene, with fabulous prizes for the lucky winners.
Out of the many hundreds of entries received, no less than 52 enthusiasts demonstrated their expertise with an all-correct entry. The panel of judges was summoned to adjudicate on the tie breaker, wherein contestants had to describe in not more than 25 words 'How Grand Prix Racing benefits the average motorist'.
By a unanimous decision, the vote went to the entry made by Mr. J.W. Robinson of 122a, Bramcote Lane, Wollaton, Notts.
He wins the first prize of a luxury week for two at the 1985 Monaco Grand Prix, but in the event that it does not take place in 1985. Mr. Robinson will be invited to nominate which of the other European Grands Prix he would like to attend as guest of Grand Prix International Magazine.
The two next best entries, who each receive a top of the range Audioline in-car entertainment system offered as 2nd prizes, are Mr. Colin Mann of 13 Glebe Road, Bromeley, Kent and Mr.Phillip Childs of 110, Hadley Park Road, Hadley, Telford, Shropshire.
Six further answers to the tie breaker were selected as being worthy of the six consolation prizes of remote xontrol C.B. rigs.
These were : Mr. Andrew Chase of Brockeley Park, London S.E. 23 ; Mr. Anthony Pocock of Houndstone, Yeovil, Somerset ; Mr. C. Whitlock, of Tonbridge, Kent ; Mrs. S. Watson of Swanwick, Derbyshire ; Mr. Kevin Williams of Leamington Spa, Warwickshire ; Mr. Michael Hubbard of Hornchurch, Essex.

The correct answers to the questions were :

Question n° 1	*Angel Guerra (C)*
Question n° 2	*ATS (A)*
Question n° 3	*Brian Henton (C)*
Question n° 4	*Peter Gethin (B)*
Question n° 5	*Kenneth Acheson (D)*
Question n° 6	*John Surtees (C)*
Question n° 7	*Renault (C)*
Question n° 8	*1978 (A)*

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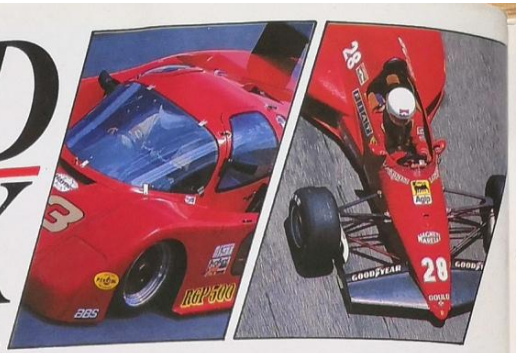

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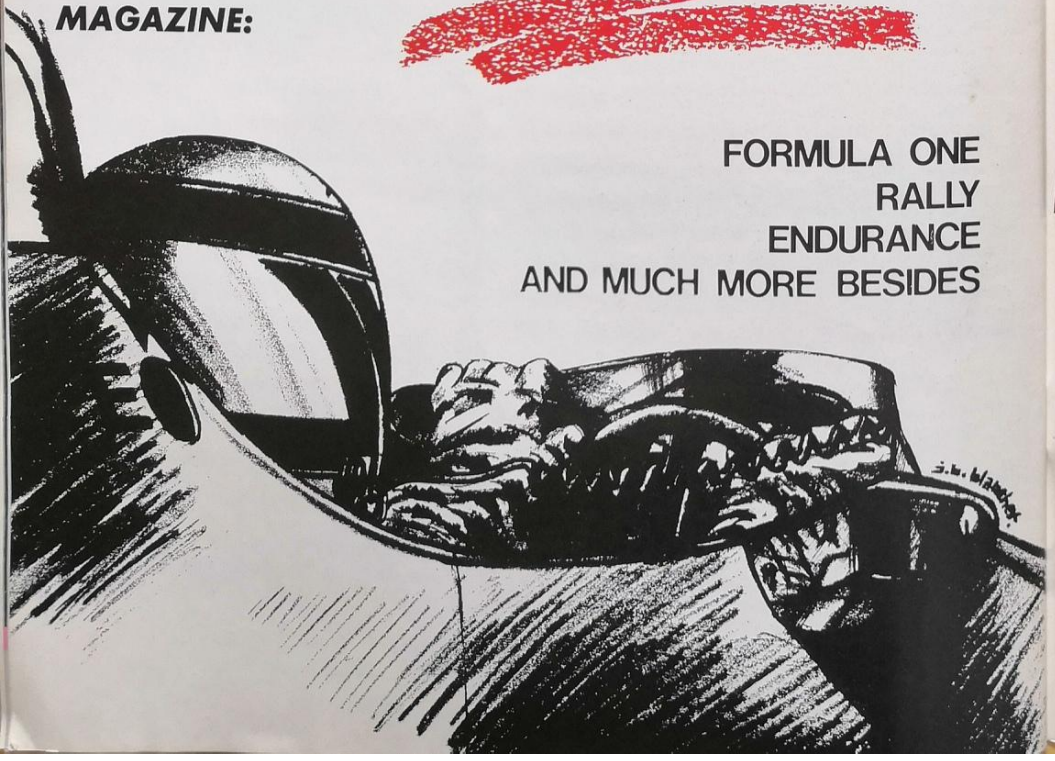

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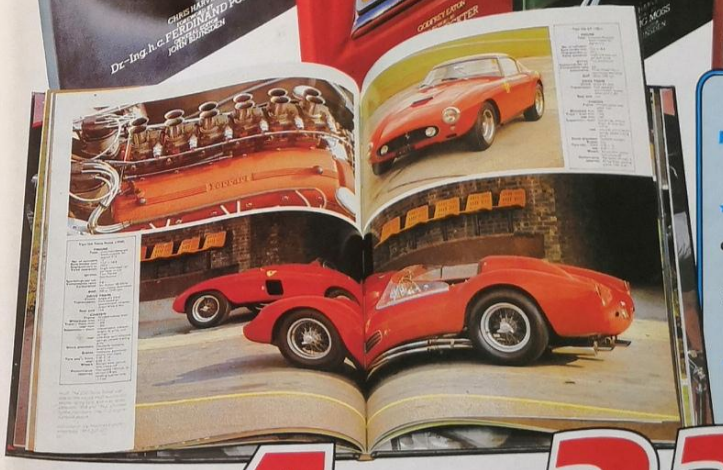

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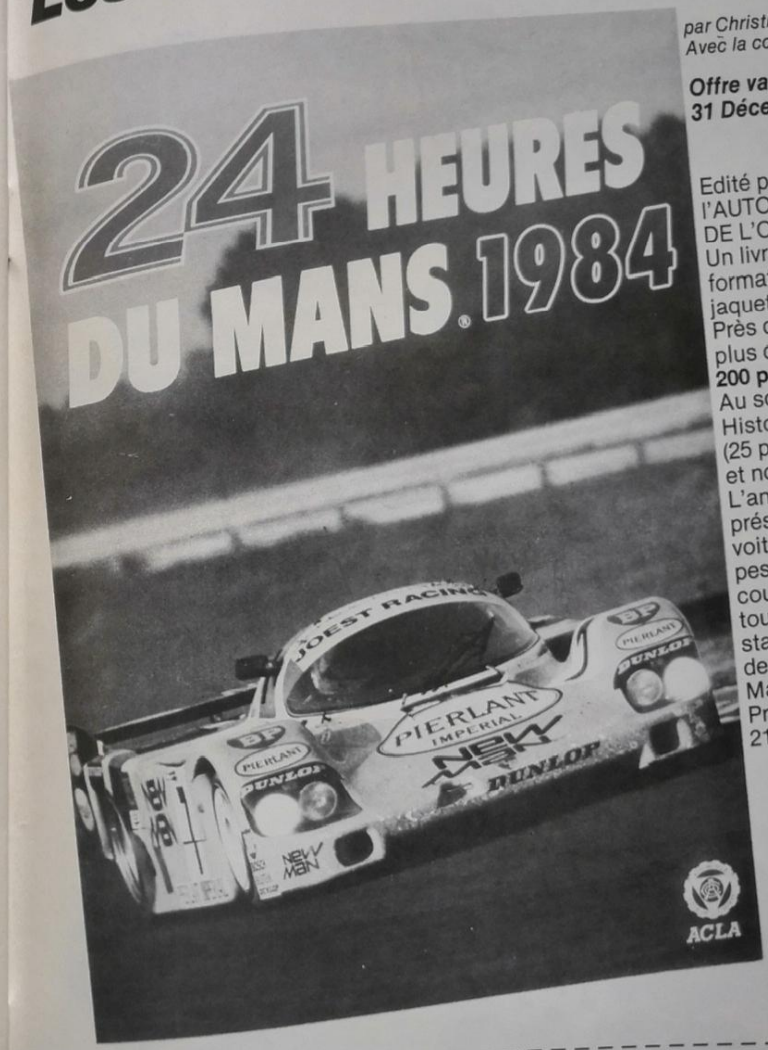

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Prix de souscription : 215 F (au lieu de 230 F)

Offre valable jusqu'au 31 Décembre 1984.

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Conditions valables pour France territoriale et Outre-Mer.

What happens when your FM station fades here?

In all likelihood, you'd attempt to retune.

If you did it manually, the results would make ugly reading.

At best, you'd miss your junction, and would be forced to circumnavigate the interchange forever.

At worst, the juggernaut in your rear-view mirror, overfilled with noxious chemical waste, could career off your rear bumper and cause an ecological disaster covering three counties.

Of course, if you had the new Audioline 416, you'd flick an electronic gizmo, and the radio would do the rest.

It would busy itself finding the closest powerful signal, enabling you to find the correct turnoff, and stay alive.

(Audioline, who make nothing but car entertainment equipment, prefer motorists to stay alive, because live drivers make the best customers.)

Our 416 has a brain which stores 18 stations across three wavebands.They can be summoned at the push of a button. The station

frequency will be displayed on the digital screen (which otherwise serves as a fiendishly accurate digital clock) as will the waveband, and the mode (stereo or mono).

Scanning (finding the next strong signal) can be done by remote control but this is an optional extra.

At laughably low cost.

Now, a few words about the tape player.

Because we're keen to keep you alive, you'll find that the tape reverses automatically and plays the other side without human interference. Which means you keep your hands on the wheel and your eyes on the road and your ears on the music.

A sensible state of affairs.

How much does this amazing, powerful, stereo, non-distorting, electronic marvel cost?

From around £129, give or take a couple of pence. Which, when you consider we're offering you your life and your limbs, is quite a bargain.

Perhaps we should charge more.

LOW TAR As defined by H.M. Government

DANGER: Government Health WARNING:

CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH